



HBMCI

Hellenic Bureau
for Marine
Casualties
Investigation

HBMCI's REPORT

FOR

2013 - 2015

PIRAEUS - JANUARY 2016

HBMCI's REPORT FOR 2015

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PROLOGUE

The Hellenic Bureau of Marine Casualties Investigation (HBMCI) was established by Law 4033/2011 (Government Gazette 264 A'/ 22 December 2011), within the scope of enforcement of the European Directive 2009/18 / EC.

HBMCI conducts technical investigations after marine casualties or marine incidents with main task, through the analysis of the considered incident, to identify the contributing factors that led to it, to draw conclusions and to issue safety recommendations to the parties involved in the marine casualty, aiming to prevent or avoid future marine accidents.

The purpose of investigating marine casualties and incidents is not the setting or apportioning of blame or liability.

This report contains data regarding the marine accidents which were reported to HBMCI at late 2012, 2013, 2014 and 2015 (until 31-12-2015).

SUMMARY

The statistics which are shown in this report on pages from 04 up to 17 are related to the casualty reports that have been made to HBMCI from 01-01-2013 until 31-12-2015.

The following table, on pages from 18 up to 20 groups the reported casualties according to their severity, the type of ship and the place onboard where they occurred.

In the following pages, from page 21 up to page 26 there is a depiction of the marine accidents and the very serious marine accidents which have been recorded to the European Marine Casualty Information Platform (EMCIP), up to 31-12-2015.

After these statistics, there is a table on pages from 27 up to 37 which shows the progress of each investigation which has been commenced by our Bureau. The table contains a brief summary for each investigated incident and shows schematically the stage which has already been completed for each investigation, in a self-explanatory way.

On page 38, there is an overview of HBMCI's Casualty Investigation Statistics, regarding the type of ship and the ship's Flag, for the investigations that have been commenced by our Bureau.

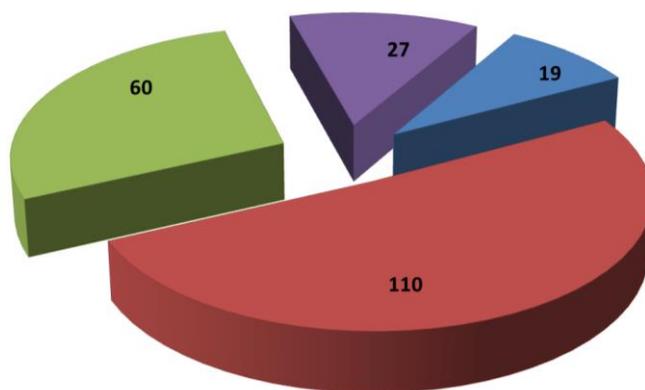
On pages 39-40, there is an overview of the occurrences' population in the European Marine Casualty Information Platform (EMCIP) by HBMCI.

At the final part of the report, on pages 41-42 there are two charts showing the Safety Recommendations issued by HBMCI per year and per addressee.

HBMCI's STATISTICS FOR THE YEAR 2013

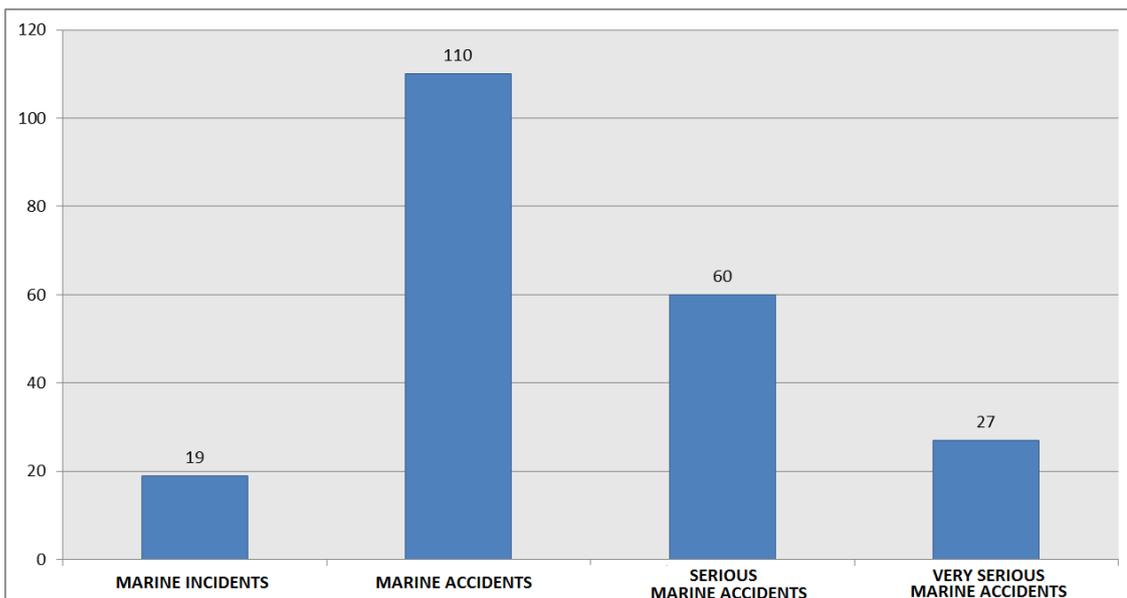
OVERVIEW OF CASUALTY REPORTS MADE TO HBMCI IN 2013¹

CASUALTIES REPORTED TO HBMCI IN 2013



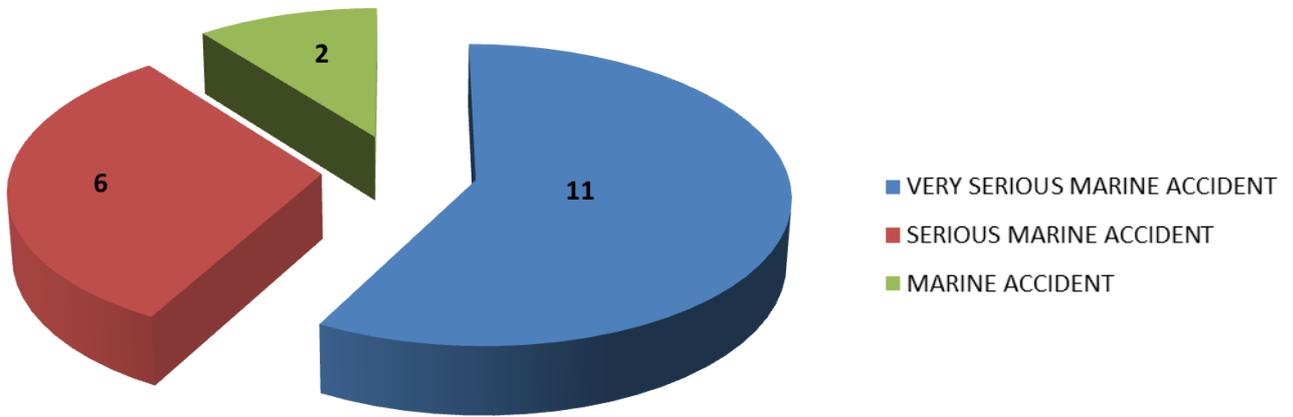
■ MARINE INCIDENTS ■ MARINE ACCIDENTS ■ SERIOUS MARINE ACCIDENTS ■ VERY SERIOUS MARINE ACCIDENTS

Graph 2013.1.a: Casualties reported to HBMCI in 2013 (with Mechanical Failures included in "Marine Incidents")



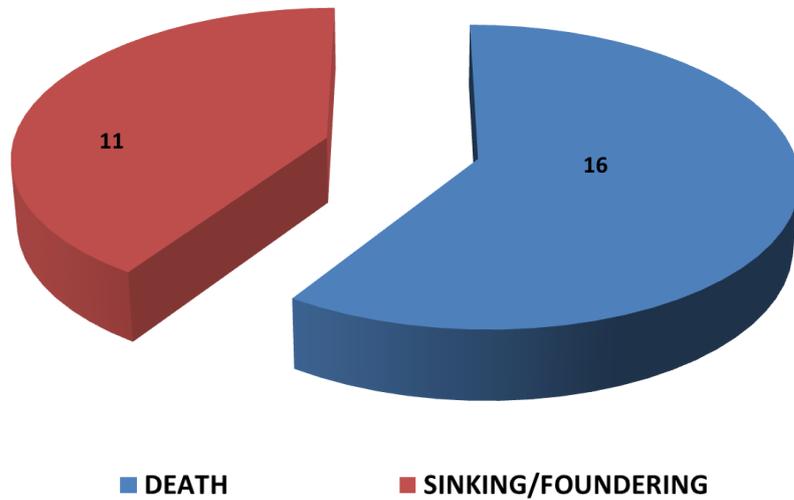
Graph 2013.1.b: Casualties reported to HBMCI in 2013 (with Mechanical Failures NOT included in "Marine Incidents")

CASUALTIES UNDER INVESTIGATION BY HBMCI FOR 2013



Graph 2013.2: Categories of casualties under investigation by HBMCI for 2013

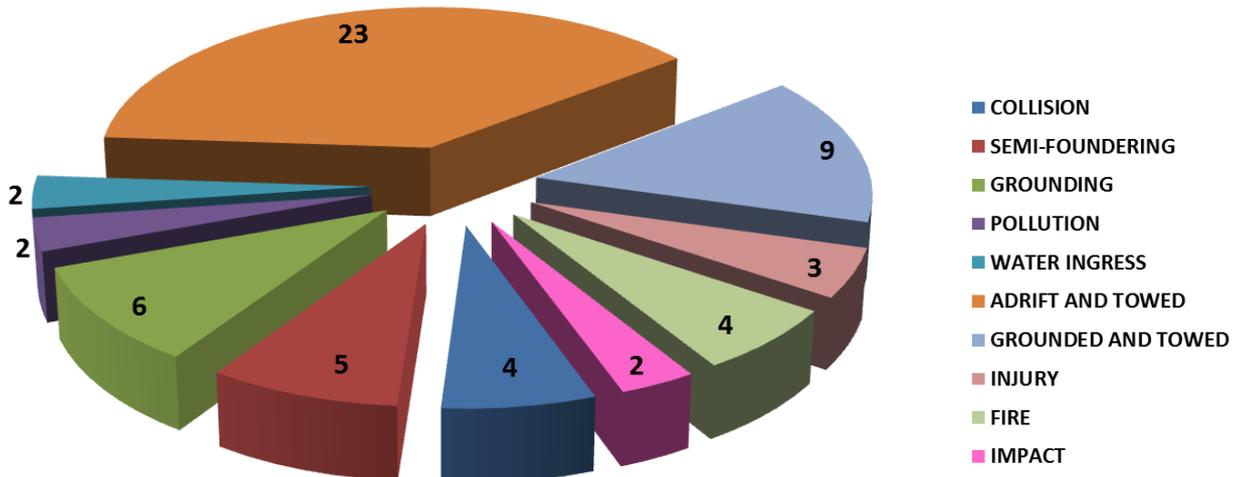
CATEGORIES OF VERY SERIOUS MARINE ACCIDENTS FOR 2013



Graph 2013.3: Categories of very serious marine accidents for 2013*

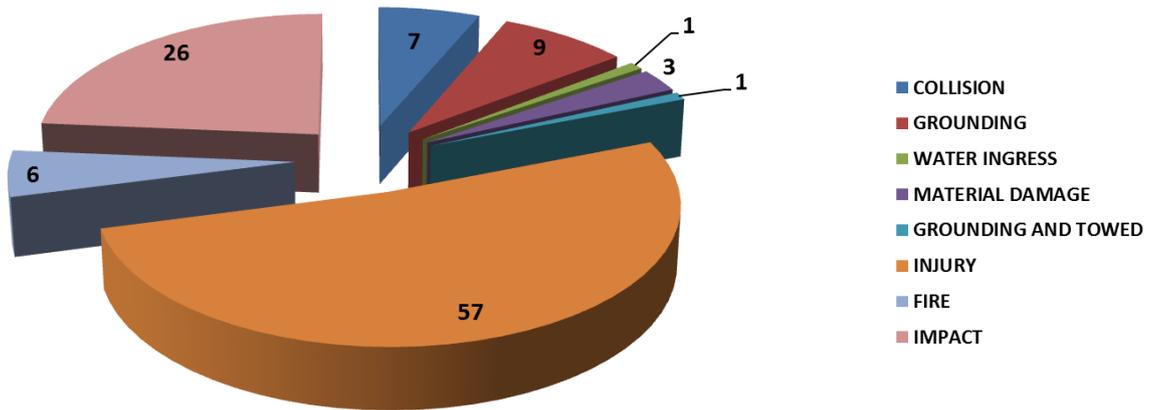
***Important notice:** The number of very serious casualties concerning loss of life is under constant review, because in cases where the reasons of death prove to be clearly pathologic (after the post-mortem report is issued), the relevant occurrences will be extracted from the scope of HBMCI.

CATEGORIES OF SERIOUS MARINE ACCIDENTS FOR 2013



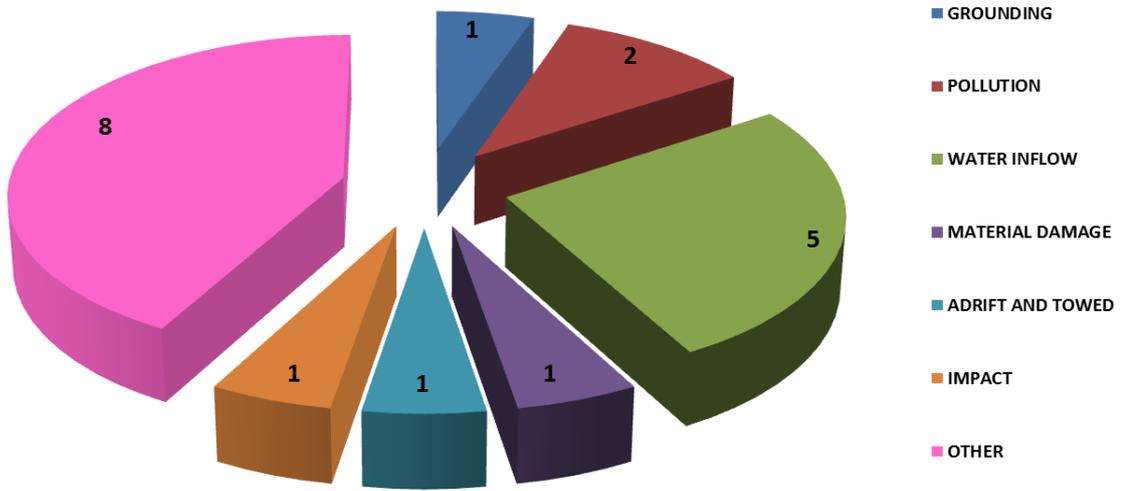
Graph 2013.4: Categories of serious marine accidents for 2013.

CATEGORIES OF MARINE ACCIDENTS FOR 2013



Graph 2013.5: Categories of marine accidents for 2013

CATEGORIES OF MARINE INCIDENTS FOR 2013



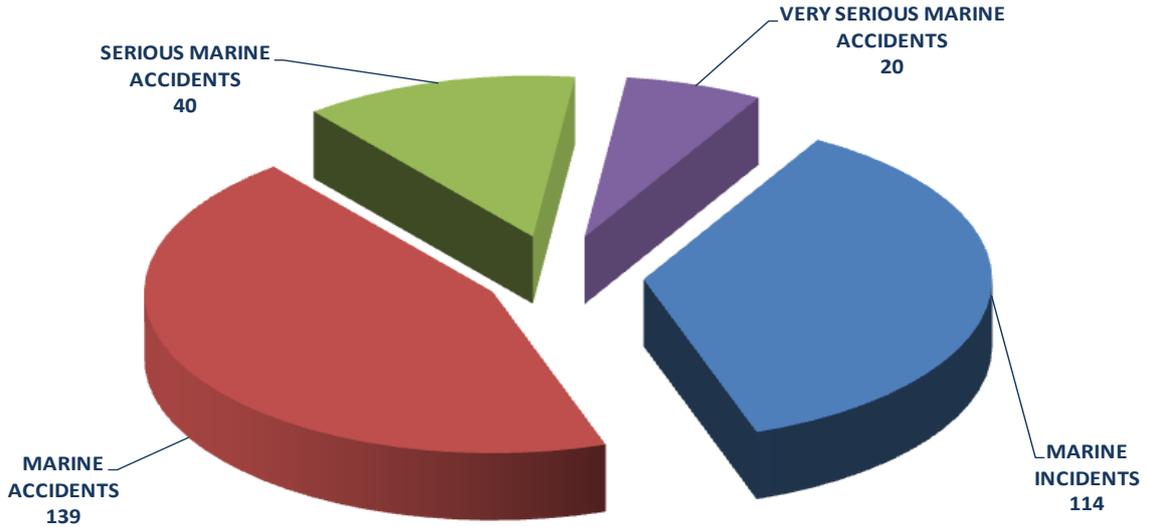
Graph 2013.6: Categories of marine incidents for 2013.

¹Classification in accordance with the definitions contained in the IMO Code for the Investigation of Marine Casualties and Incidents, as set out in paragraph A' of Annex II of Law 4033 / 2011 (A' 264).

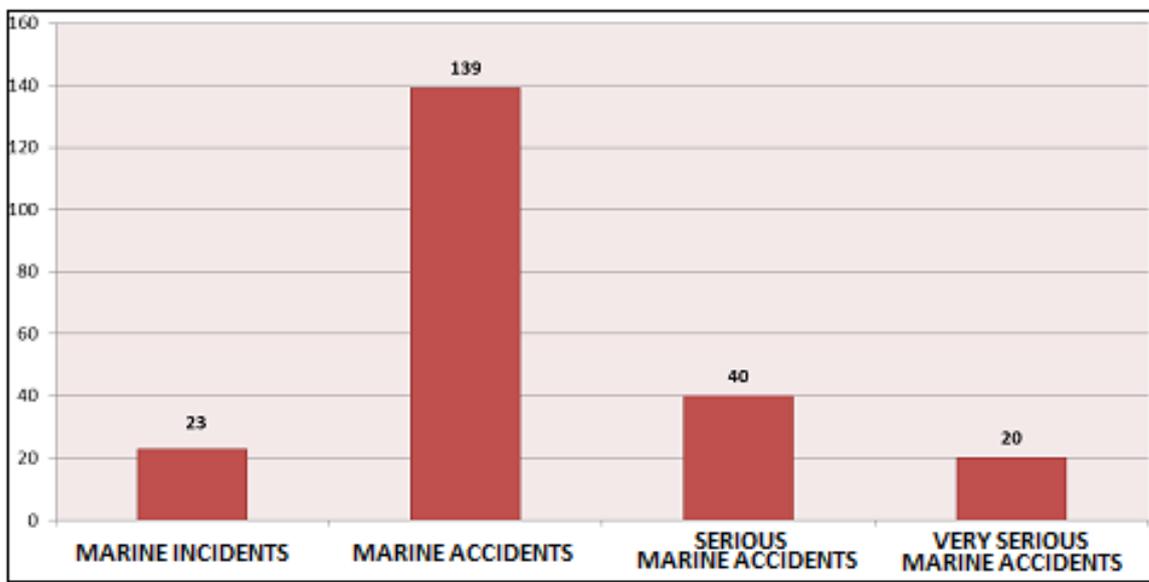
HBMCI's STATISTICS FOR THE YEAR 2014

OVERVIEW OF CASUALTY REPORTS MADE TO HBMCI IN 2014¹

CASUALTIES REPORTED TO HBMCI IN 2014

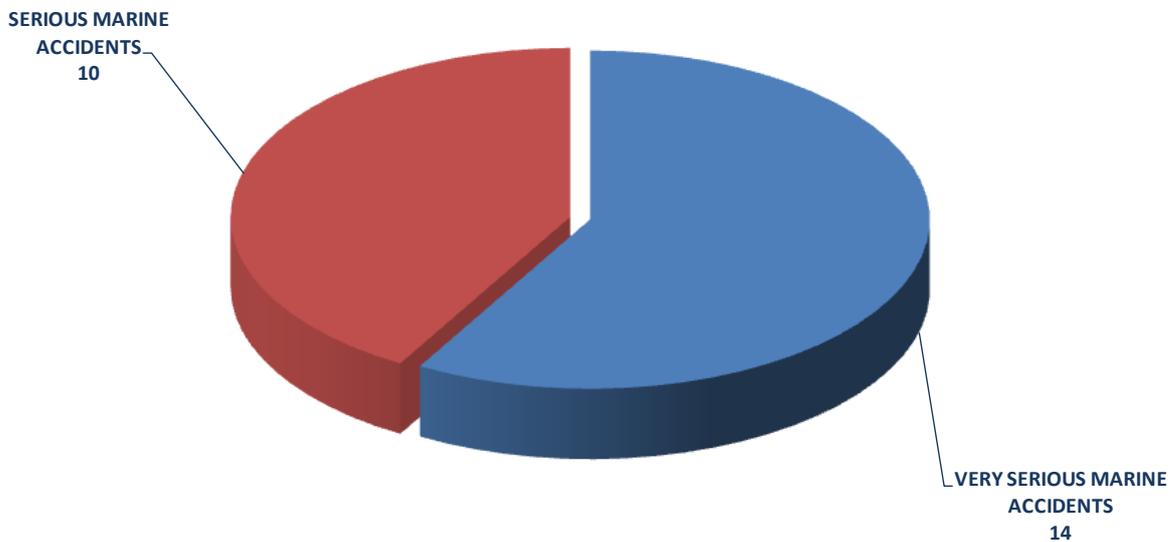


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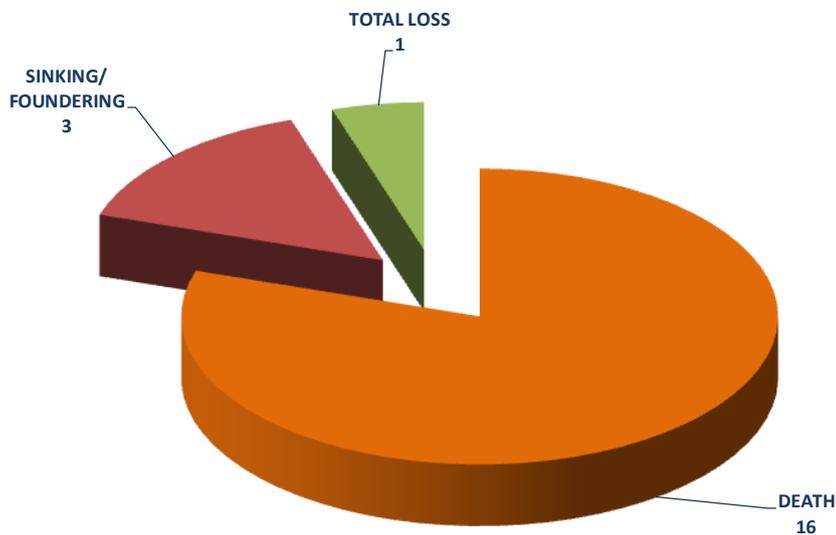
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CASUALTIES UNDER INVESTIGATION BY HBMCI FOR 2014



Graph 2014.2: Casualties under investigation by HBMCI for 2014

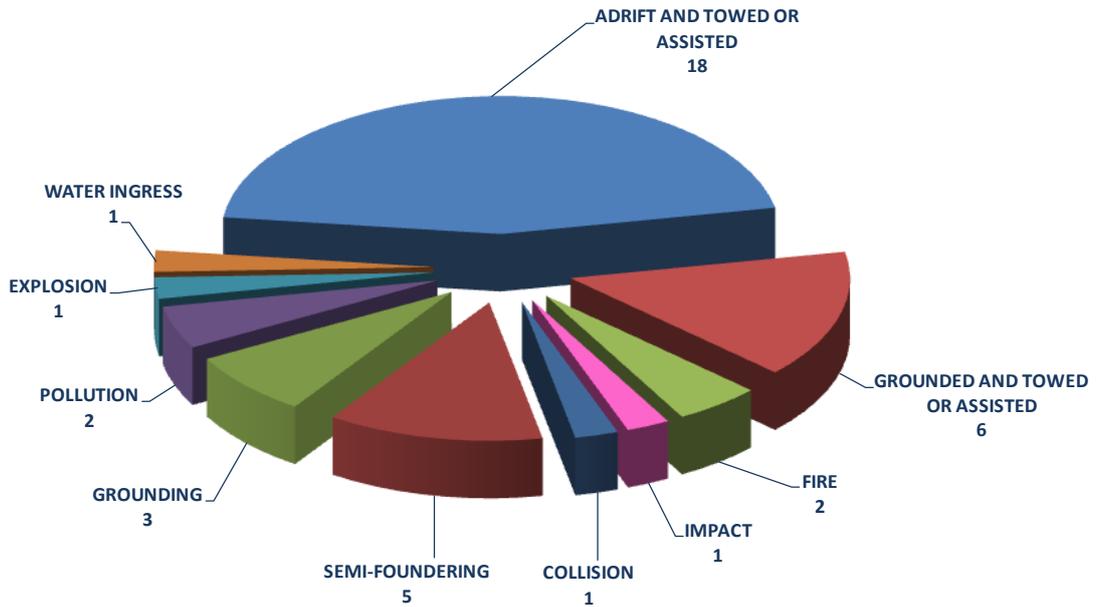
CATEGORIES OF VERY SERIOUS MARINE ACCIDENTS FOR 2014



Graph 2014.3: Categories of very serious marine accidents for 2014*

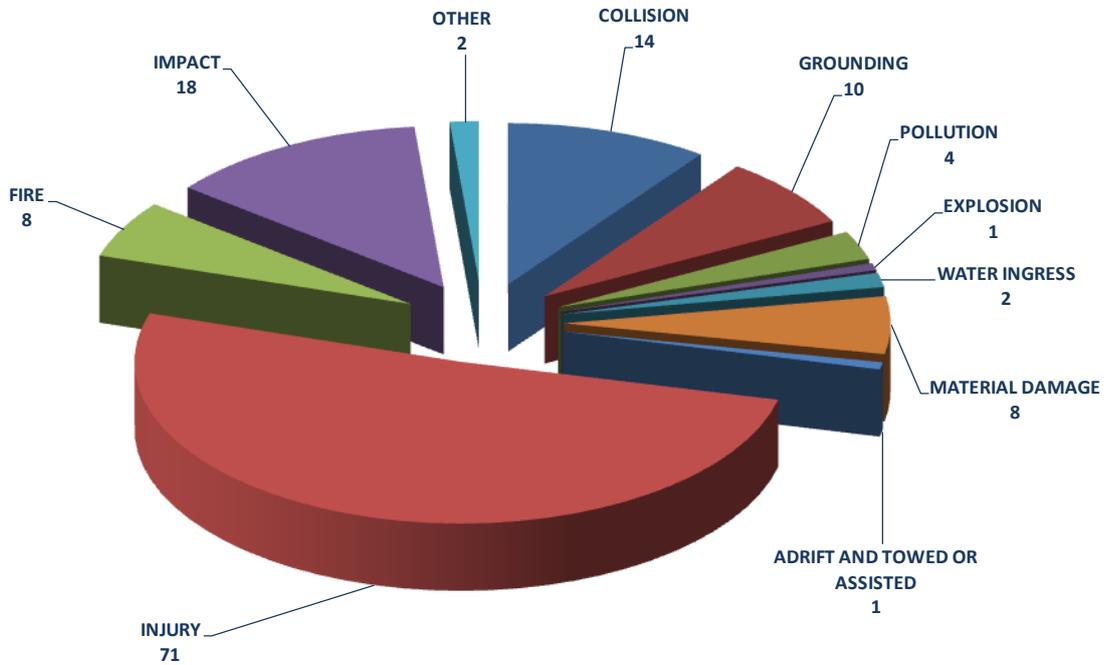
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CATEGORIES OF SERIOUS MARINE ACCIDENTS FOR 2014



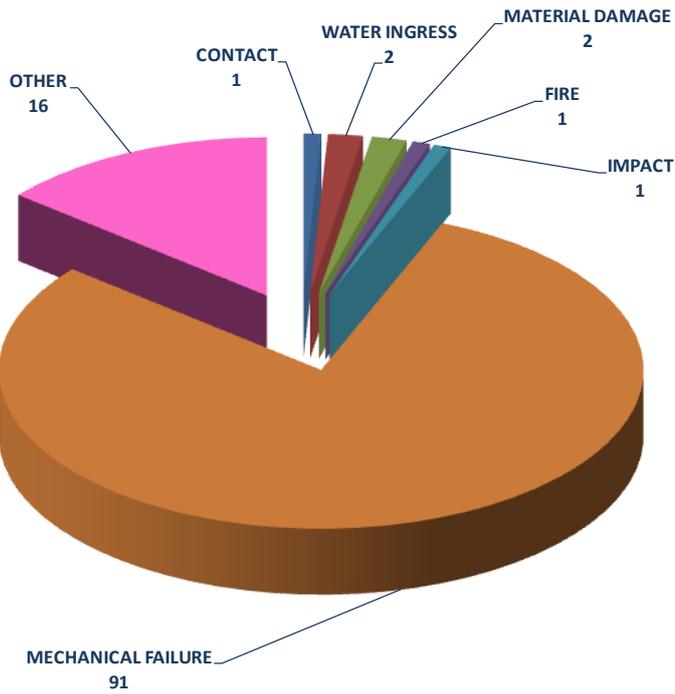
Graph 2014.4: Categories of serious marine accidents for 2014

CATEGORIES OF MARINE ACCIDENTS FOR 2014



Graph 2014.5: Categories of marine accidents for 2014

CATEGORIES OF MARINE INCIDENTS FOR 2014



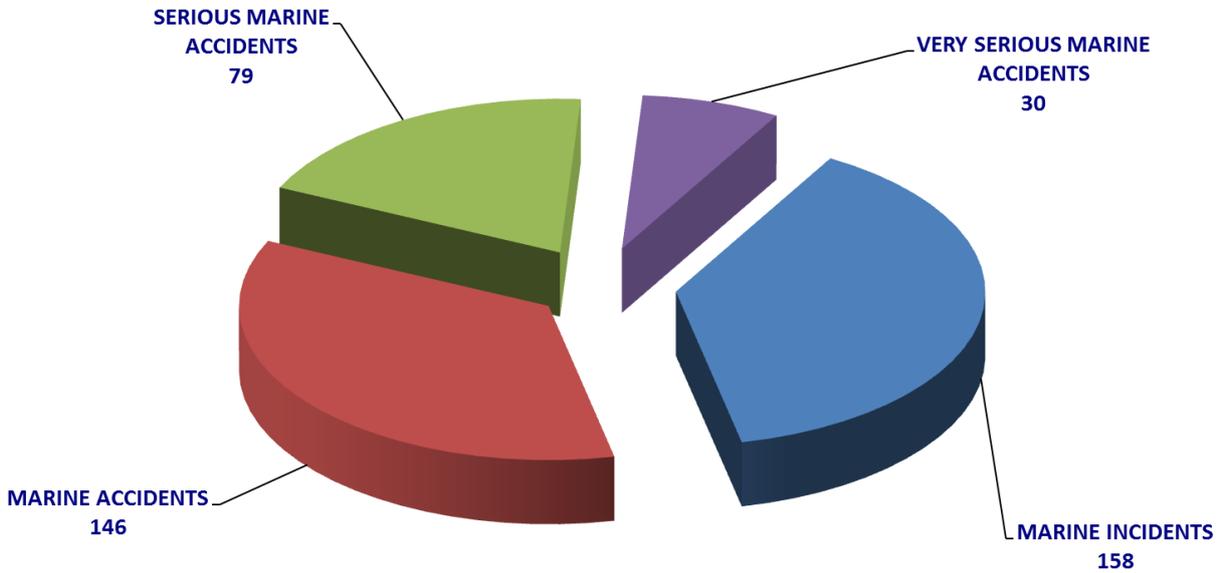
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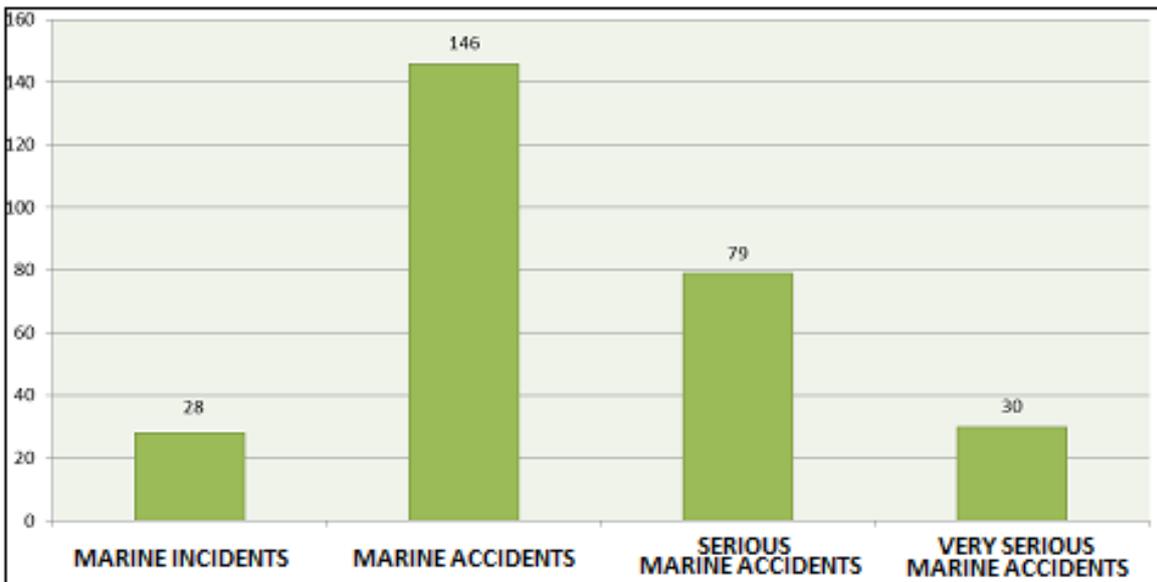
HBMCI's STATISTICS FOR THE YEAR 2015

OVERVIEW OF CASUALTY REPORTS MADE TO HBMCI IN 2015¹

CASUALTIES REPORTED TO HBMCI IN 2015

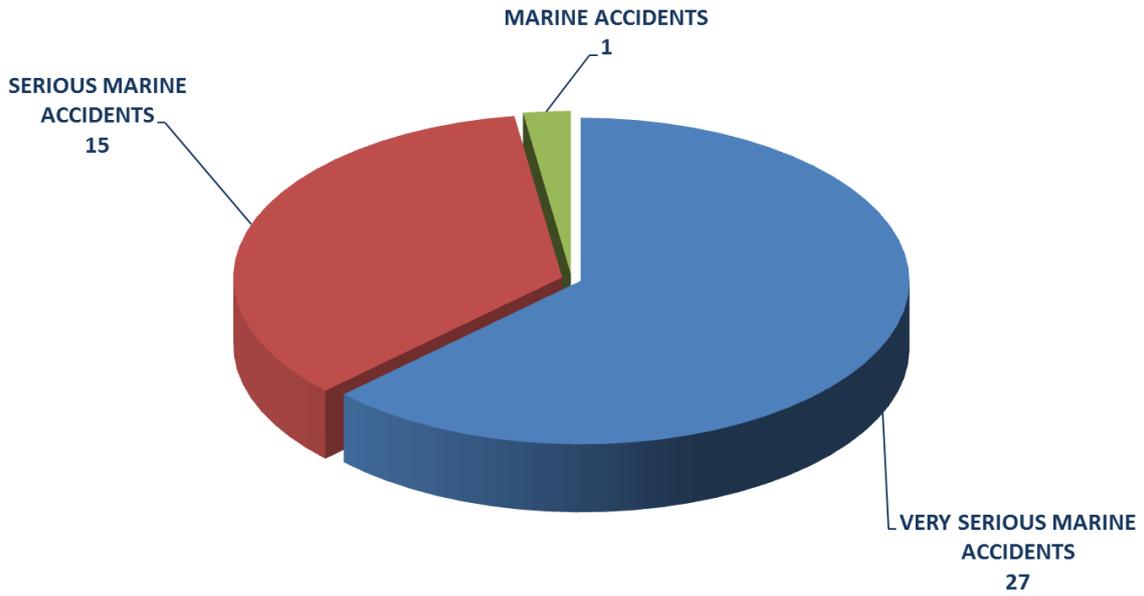


Graph 2015.1.a: Casualties reported to HBMCI in 2015 (with Mechanical Failures included in "Marine Incidents")



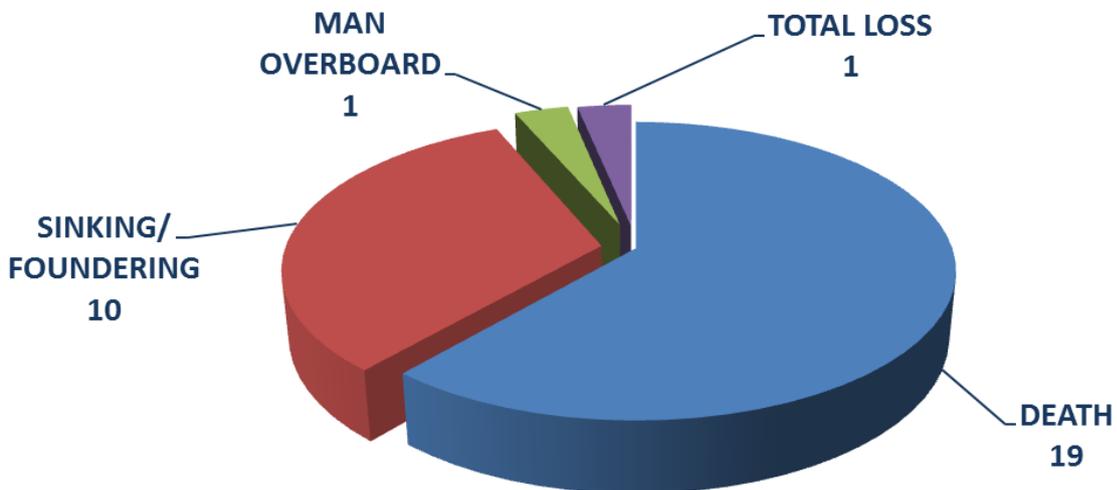
Graph 2015.1.b: Casualties reported to HBMCI in 2015 (with Mechanical Failures NOT included in "Marine Incidents")

CASUALTIES UNDER INVESTIGATION BY HBMCI FOR 2015



Graph 2015.2: Casualties under investigation by HBMCI for 2015

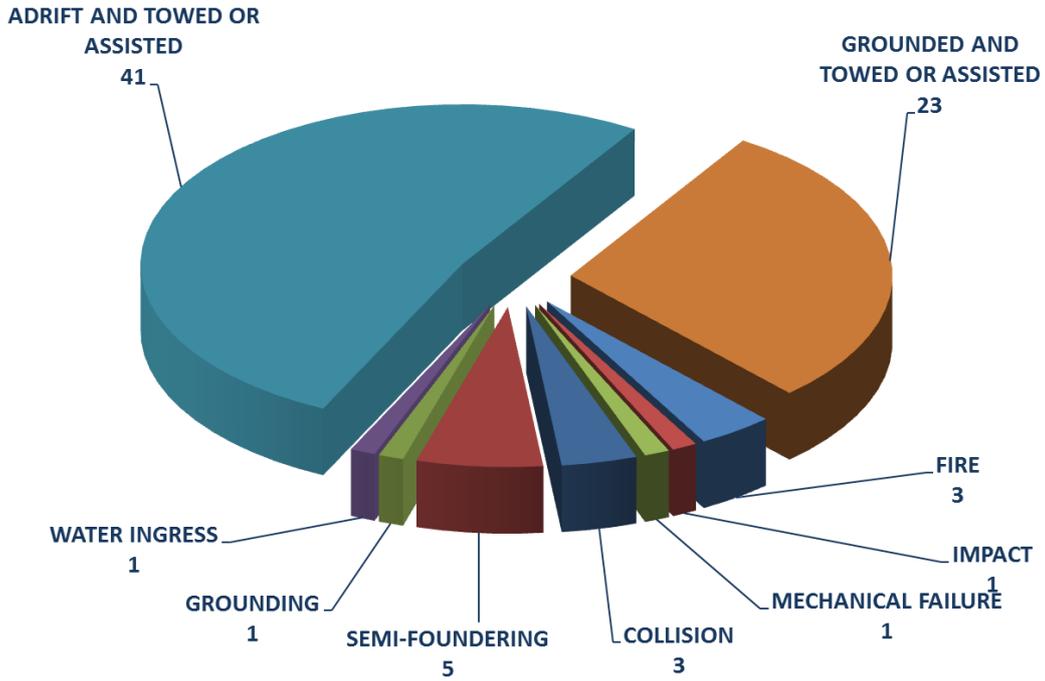
CATEGORIES OF VERY SERIOUS MARINE ACCIDENTS FOR 2015



Graph 2015.3: Categories of very serious marine accidents for 2015*

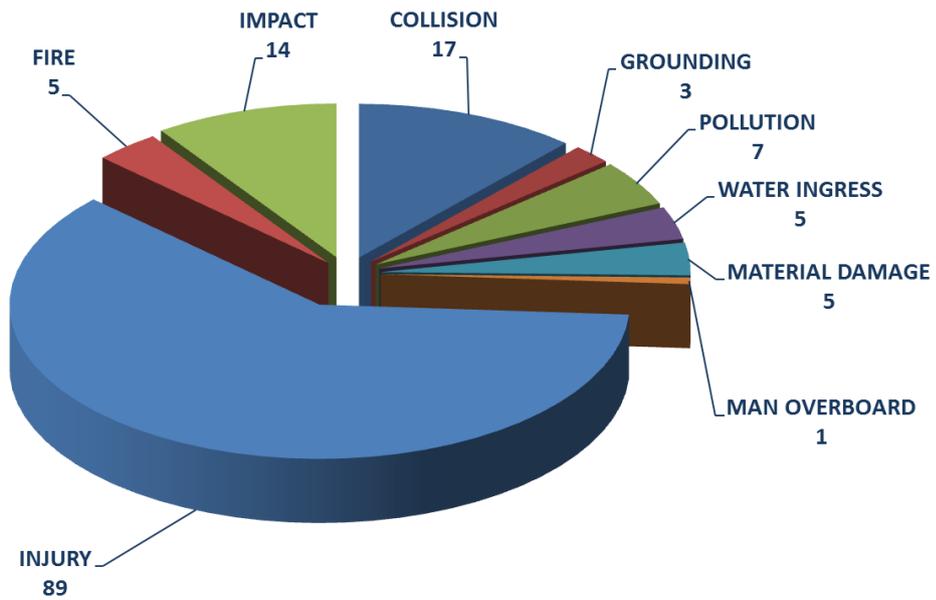
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CATEGORIES OF SERIOUS MARINE ACCIDENTS FOR 2015

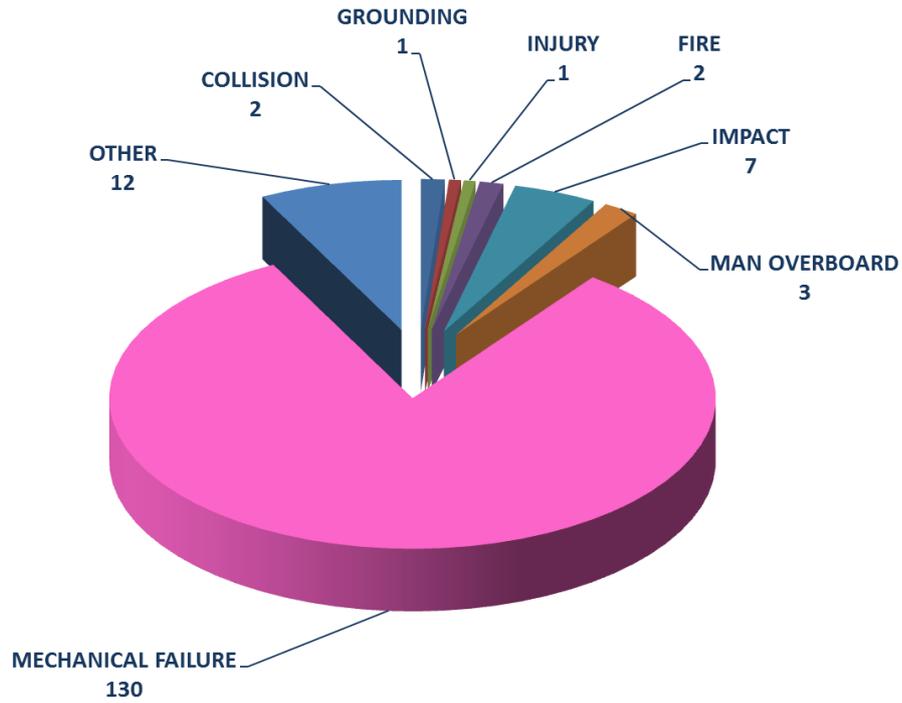


Graph 2015.4: Categories of serious marine accidents for 2015

CATEGORIES OF MARINE ACCIDENTS FOR 2015



Graph 2015.5: Categories of marine accidents for 2015

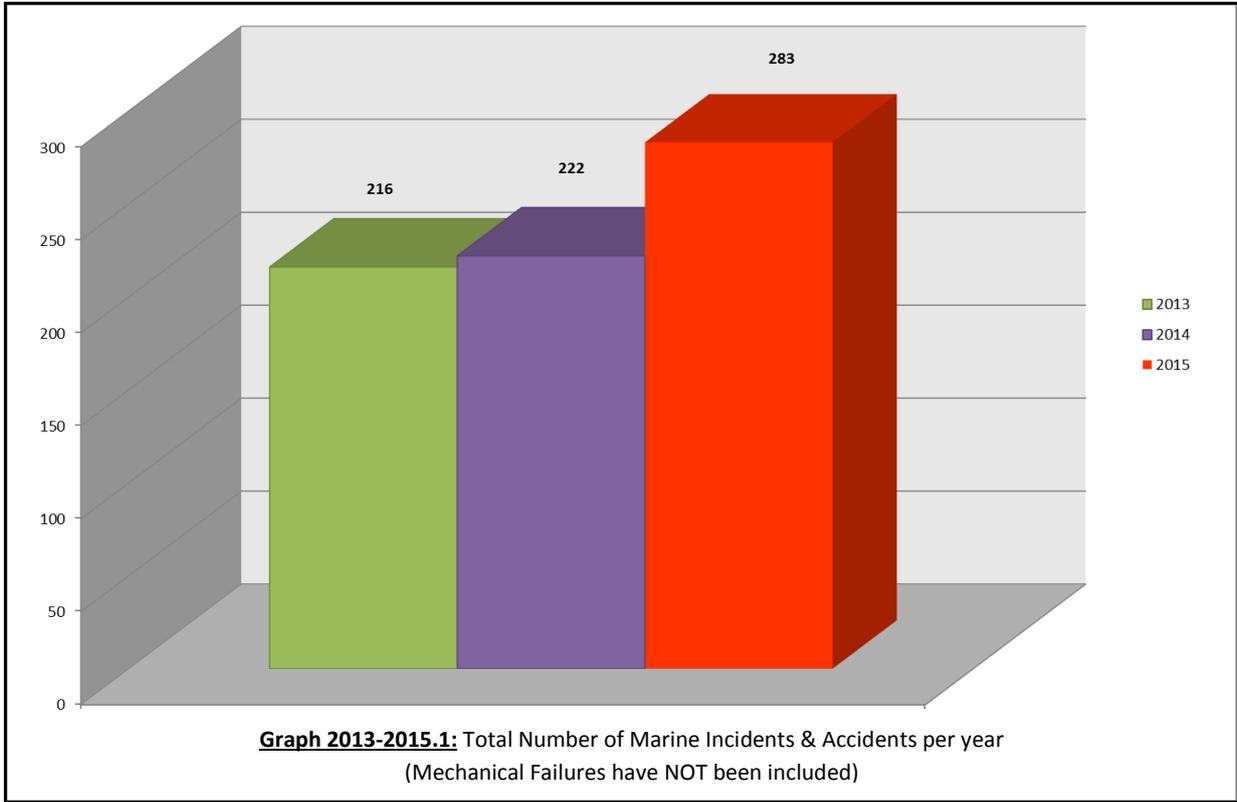


Graph 2015.6: Categories of marine incidents for 2015

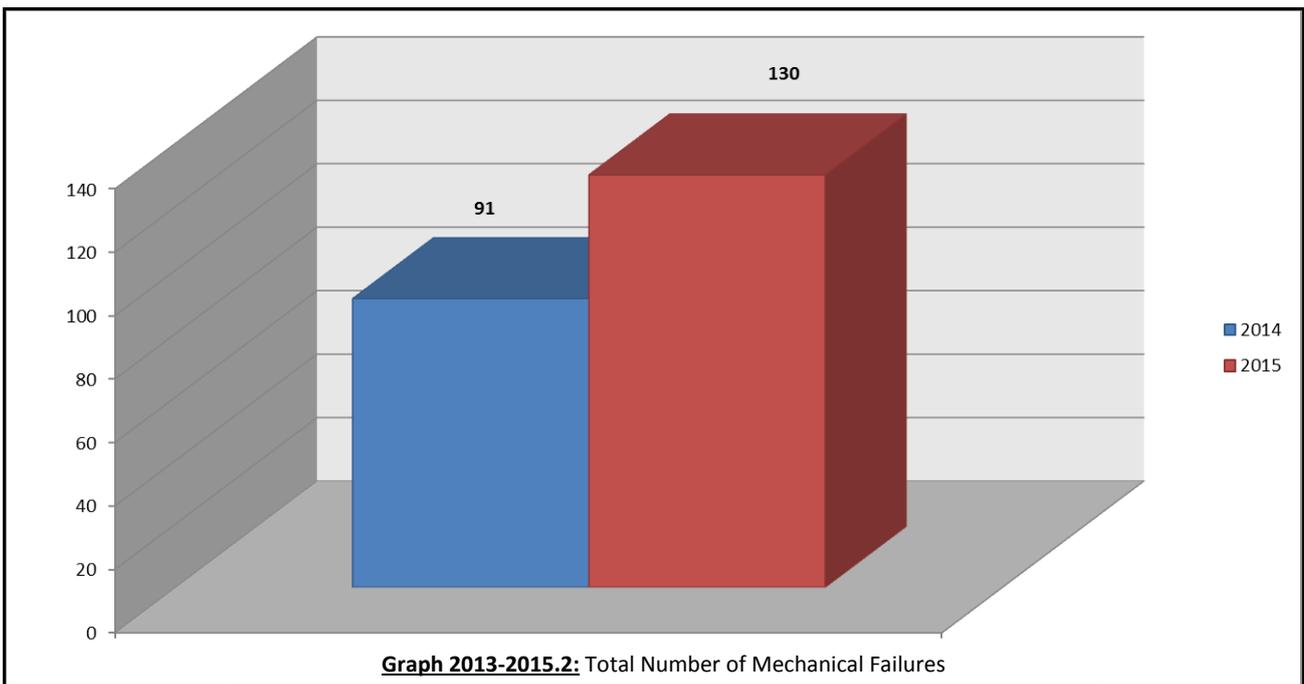
¹Classification in accordance with the definitions contained in the IMO Code for the Investigation of Marine Casualties and Incidents, as set out in paragraph A' of Annex II of Law 4033 / 2011 (A' 264).

OVERVIEW OF ACCIDENTS FROM 2013 UNTIL 2015

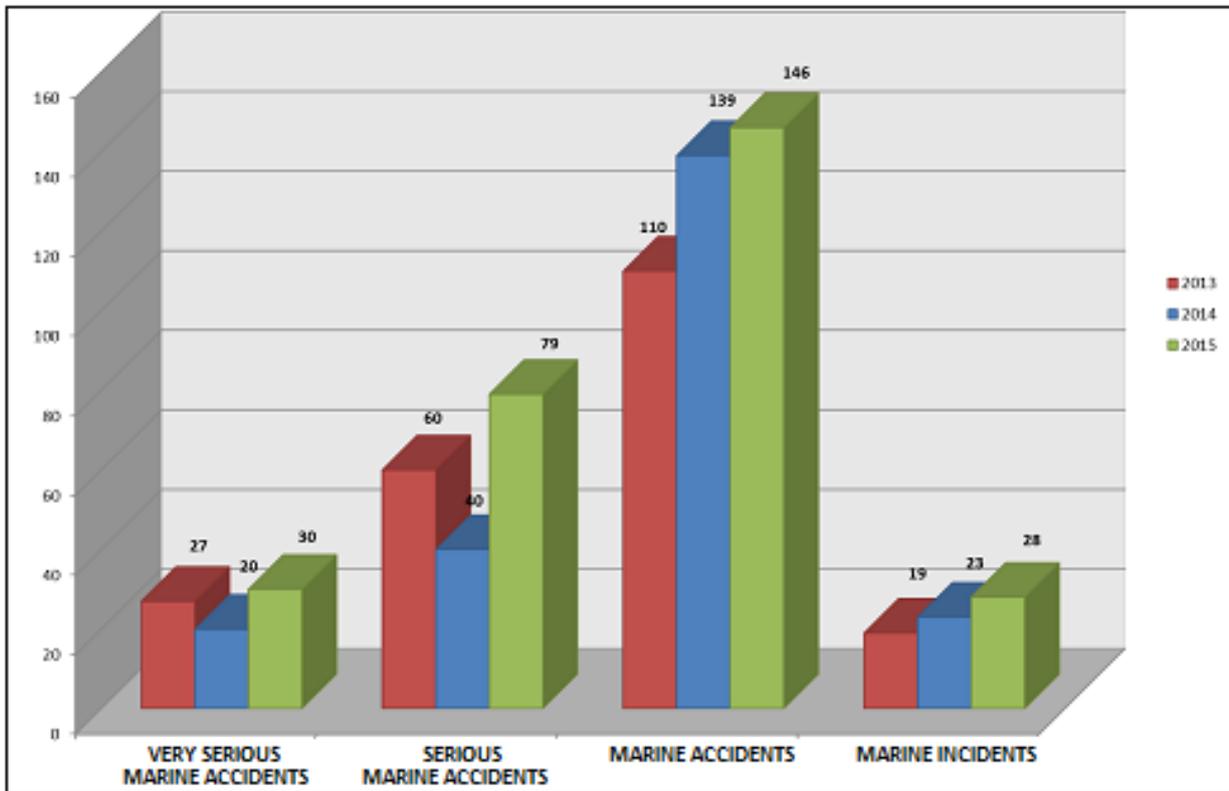
TOTAL NUMBER OF MARINE INCIDENTS & ACCIDENTS



TOTAL NUMBER OF MECHANICAL FAILURES



CATEGORIES OF MARINE ACCIDENTS PER YEAR



Graph 2013-2015.3: Marine Incidents & Accidents per year
(Mechanical Failures have NOT been included)

CASUALTIES AS PER TYPE OF SHIP / PLACE ON BOARD

Source: EMCIP stats for HBMCI as Investigation Body or Interested Authority

- NOTES:**
- *Casualty may refer to damage to ship or material, injury, death, pollution, etc.
 - * Time period extends from **01-01-2011** to **31-12-2015**.
 - * One occurrence may include casualties in more than one space.
 - * Total number of occurrences involved is **772**.
 - * Casualty severity derives from EMCIP definitions.

Ship / craft type	Place on board	Number of casualties	Casualty severity			
			Very serious	Serious	Less serious	Marine incident
 <p>Cargo ship (all types)</p>	Accommodation (other spaces)	2	1			1
	Aft peak tank	1			1	
	Aloft	1	1			
	Ashore	1			1	
	Ballast tank	12	1	4	6	1
	Bathroom, shower, toilet	1			1	
	Boat deck	26		5	5	16
	Boiler room	1				1
	Bridge	5		1		4
	Bridge deck	18				18
	Bulbous	10		6	4	
	Bunker tank	5		1	2	2
	Cabin space - crew	5		3	1	1
	Cargo hold/cargo tank area	27	3	8	1	15
	Chain locker	6			1	5
	Engine room/ control room/ space	79	3	13	45	18
	Forecastle/Forecastle deck	9	1	1	2	5
	Forepeak tank	10	1	5		4
	Freeboard deck	6		1		5
	Galley spaces/mess room/day room	11			1	10
	Gangway	6			1	5
	Laundry	3			1	2
	Open deck cargo space	13	1		1	11
	Other space	53	4	4	29	16
	Over side	9	1	2	6	
	Poop deck	4		1		3
	Propeller/rudder/thruster	6		4	2	
Pump room	1				1	
Stairs/ladders	12		3	4	5	
Steering gear room	2			1	1	
Superstructure deck	1				1	

Ship / craft type	Place on board	Number of casualties	Casualty severity			
			Very serious	Serious	Less serious	Marine incident
 <p>Fishing vessels</p>	Bulbous	3	1	1	1	
	Bunker tank	1			1	
	Engine room/ control room /space	30	1	22	7	
	Forecastle/Forecastle deck	1	1			
	Other	28	2	13	13	
	Over side	11	1	5	5	
	Poop deck	1			1	
	Propeller/rudder/thruster	2			2	
	Pump room	1		1		
	Steering gear room	1		1		
	Superstructure deck	1		1		
	Tunnel/ duct keel	1		1		
	 <p>Passenger ship (all types)</p>	Accommodation (other spaces)	10		4	6
Ashore		1				1
Auxiliary engine room		2		2		
Bathroom, shower, toilet		5		1	4	
Boat deck		13		1	12	
Boiler room		3		1	2	
Bridge deck		3		1	2	
Bulbous		4			4	
Bunker tank		1			1	
Cabin space - crew		2		2		
Cabin space - passengers		4		2	2	
Chain locker		6			6	
Cofferdam/ void space		1		1		
Engine room/ Control Room/department		114	1	29	84	
Forecastle/Forecastle deck		1			1	
Forepeak tank		2			2	
Freeboard deck		4		1	3	
Galley spaces/mess room/day room		3			2	1
Gangway		21		4	17	
Mess room/ day room		1			1	
Other		66	6	17	42	1
Over side		17	2	3	11	1
Poop deck		2		1	1	
Propeller/rudder/thruster		25		7	18	
Pump room	1		1			
Restaurant/Bar	3			3		
Ro-Ro vehicle deck ramp	8		1	7		
Stairs/ladders	29		4	25		
Steering gear room	7		5	2		

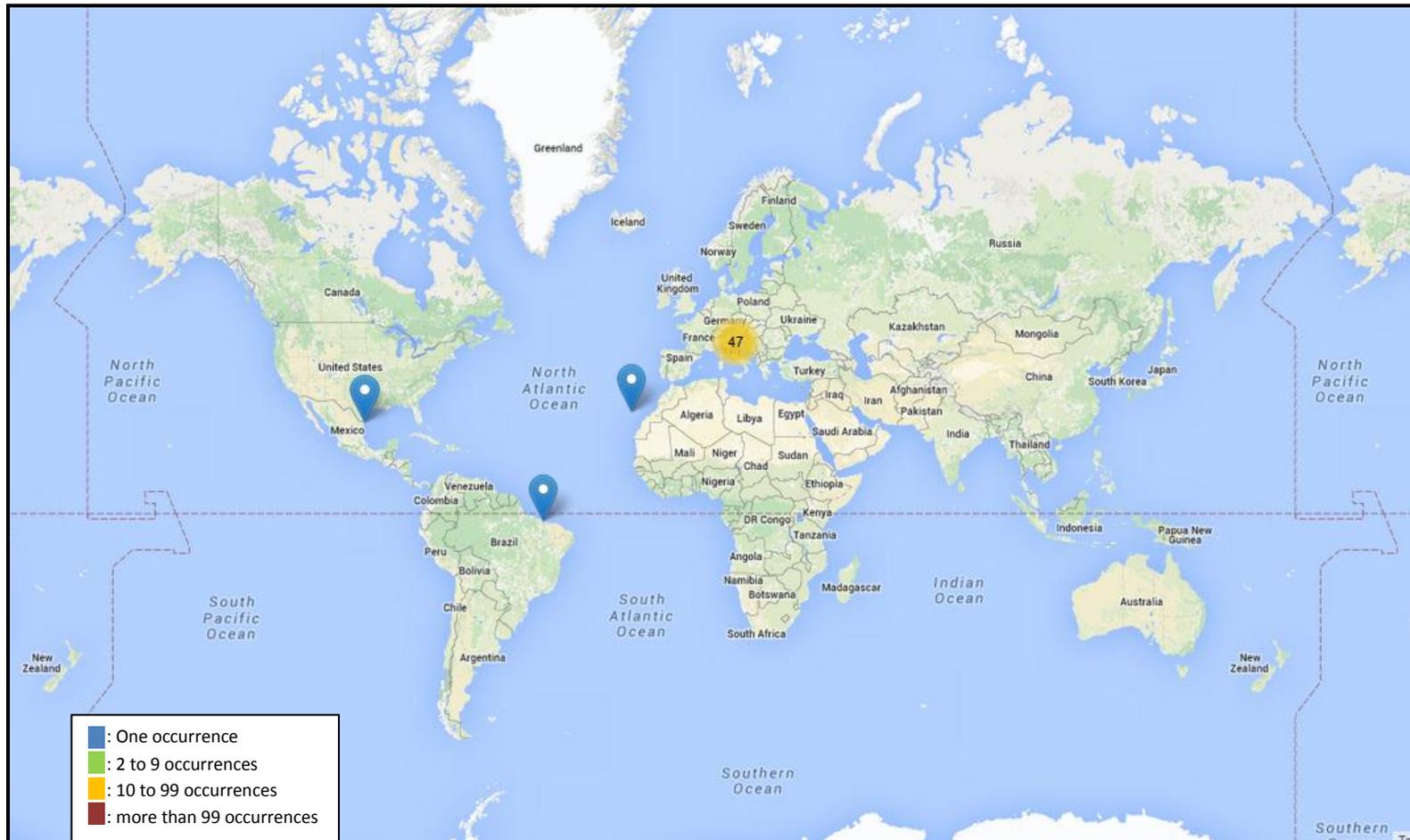
Ship / craft type	Place on board	Number of casualties	Casualty severity			
			Very serious	Serious	Less serious	Marine incident
	Superstructure deck	2			2	
	Tunnel / duct keel	5		3	2	
	Vehicle cargo space	7	1	2	4	
	Wheelhouse	1			1	
 Recreational craft	Accommodation (other spaces)	1			1	
	Cabin space - passengers	3		2	1	
	Engine room/department	5	1	3	1	
	Freeboard deck	1			1	
	Gangway	3			3	
	Other	11		6	5	
	Over side	3		1	2	
 Service ship	Tunnel / duct keel	1		1		
	Boat deck	7		2	5	
	Cabin space - crew	1			1	
	Engine room/space	6		1	5	
	Open deck cargo space	1	1			
	Other	9		2	7	
	Superstructure deck	1		1		
TOTAL		854	35	220	444	155

MARINE ACCIDENTS (except very serious) worldwide¹ (Source: EMCIP, 31-12-2015)



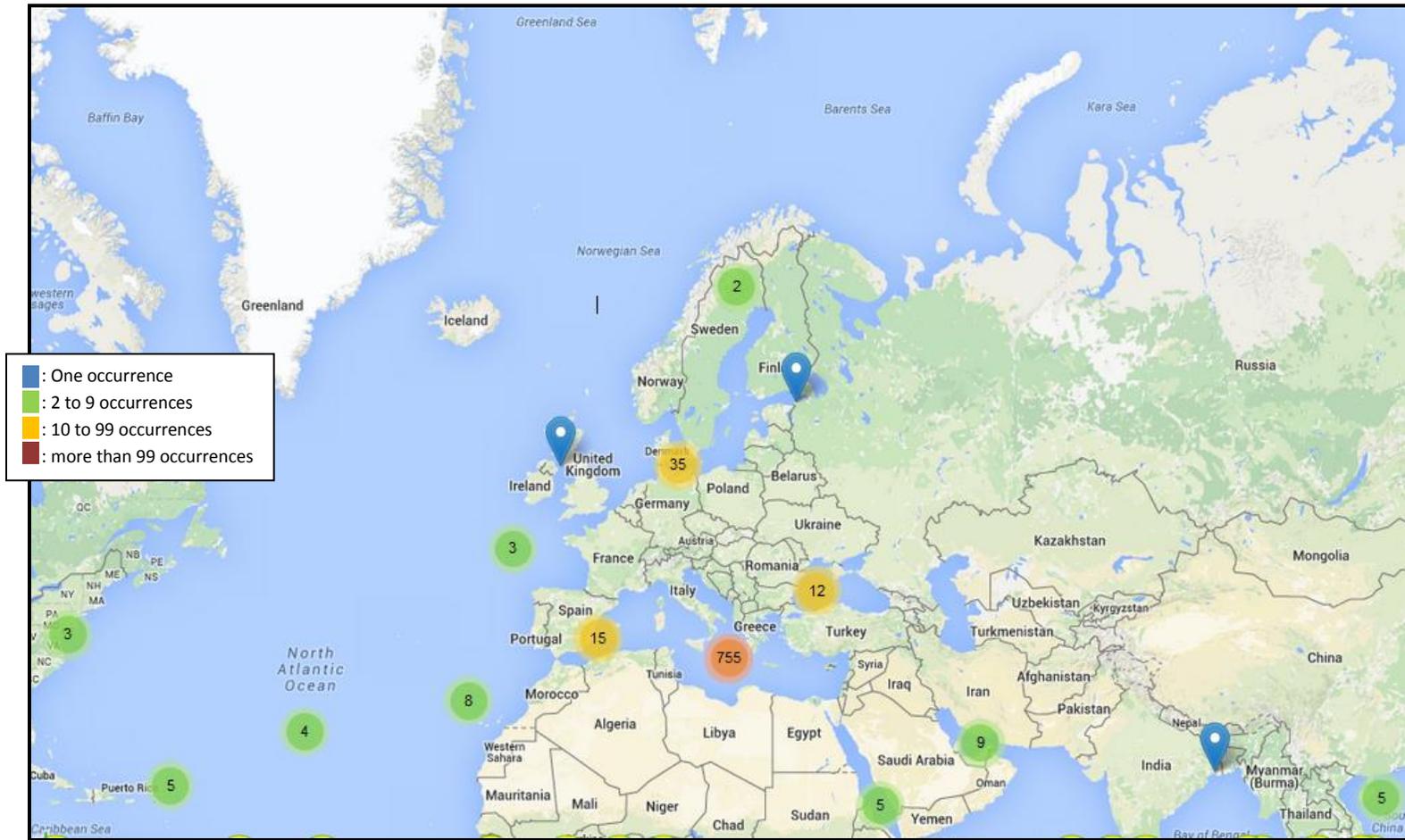
¹ Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

VERY SERIOUS MARINE ACCIDENTS Worldwide² (Source: EMCIP, 31-12-2015)



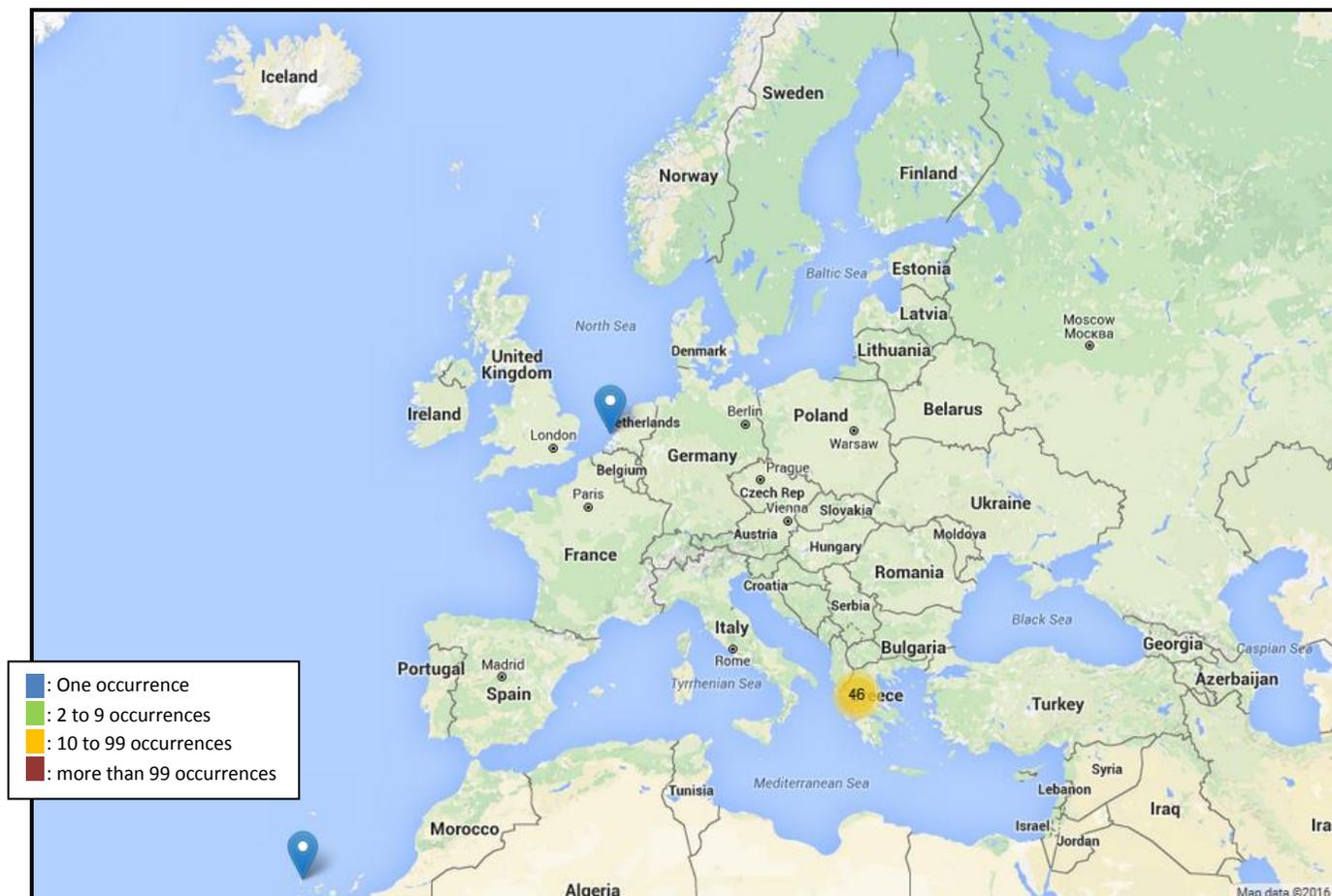
² Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

MARINE ACCIDENTS (except very serious) in European territory³ (Source: EMCIP, 31-12-2015)



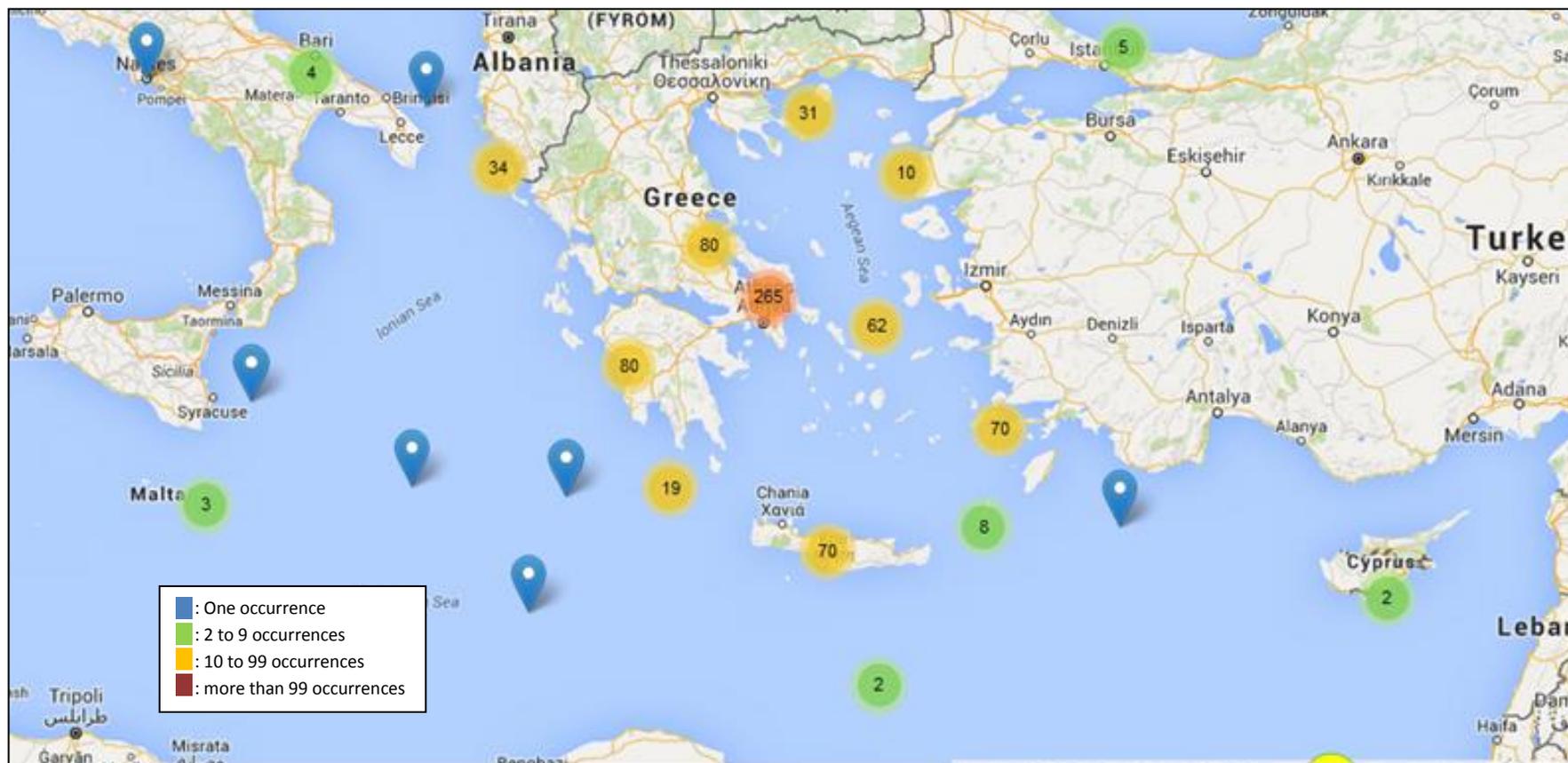
³ Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCi (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

VERY SERIOUS MARINE ACCIDENTS in European territory⁴ (Source: EMCIP, 31-12-2015)



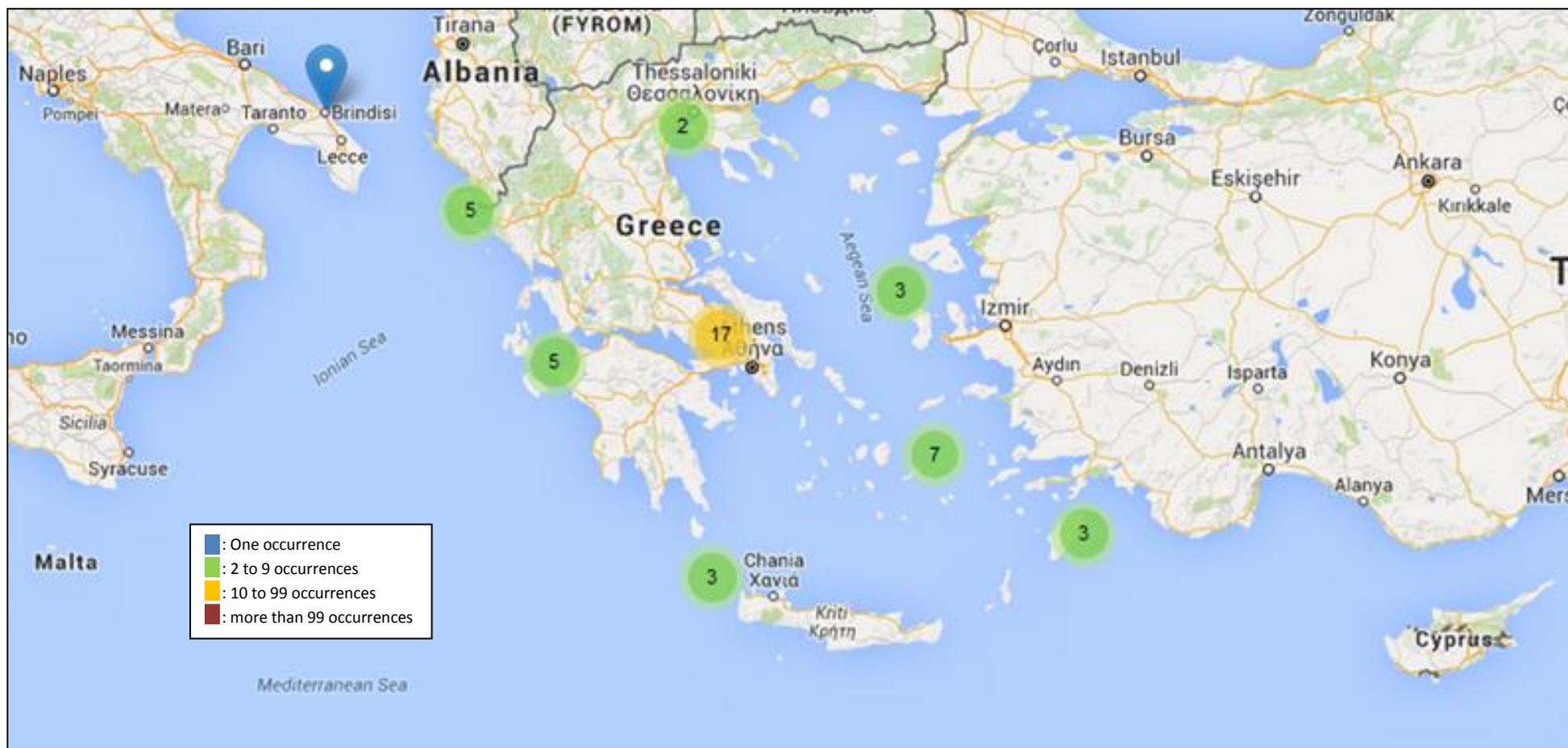
⁴ Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

MARINE ACCIDENTS (except very serious) in Greek territory⁵ (Source: EMCIP, 31-12-2015)



⁵ Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

VERY SERIOUS MARINE ACCIDENTS in Greek territory⁶ (Source: EMCIP, 31-12-2015)



⁶ Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

INVESTIGATIONS' PROGRESS

At the following tables, the investigations' progress is displayed, for marine accidents which occurred in 2013, 2014 and 2015.

INVESTIGATIONS' PROGRESS (2013)								
Last update: 31-12-2015		INVESTIGATION PROCESS (Stages marked have been completed)						
No	OCCURRENCE	DATE OF OCCURRENCE	INVESTIGATION COMMENT/ INVESTIGATORS AD HOC	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION OF DRAFT REPORT/ PUBLICATION OF FINAL REPORT	INTERIM REPORT*
1	 FIRE ON BOARD Ro-Pax KRITI II	19/11/2012	At the fore part of the main garage of Ro-Pax "KRITI II", while on voyage from Venice to Patras, carrying 87 crew and 113 passengers and almost 4 nm before Patras port, there was a fire which could not be extinguished with by the use of her "drencher" system or by the emergency teams. The vessel berthed by own means and the passengers evacuated through the side ramp. The fire was extinguished by the fire brigade at the port.					☑
2	 FOUNDERING OF TUG BOAT ARTEMIS V FROM M/V JSM	20/02/2013	T/B ARTEMIS V assisted the unberthing procedure of M/V JSM at Kiato port. During her maneuvering, JSM used her propulsion while the towline had not been released by ARTEMIS V and that resulted to the Tugboat's progressive heeling over and foundering. Her Skipper did not manage to abandon and drowned.					
3	 DEATH OF SEAMAN AFTER FALLING OVERBOARD PASSENGER-LAUNCH VAGGELIO	25/02/2013	At the anchorage of Elefsis port, shortly after the Cook of M/T "EVIAPETROL I" had boarded the Passenger-Launch "VAGGELIO" for his disembarkation, he lost his balance and fell overboard. His body was recovered after approximately 20 mins and transported to the nearest Hospital where he was pronounced dead.					
4	 FOUNDERING OF BARGE AGIOS DIONYSIOS	02/03/2013	While the barge "AGHIOS DIONYSIOS" was in an aquaculture area at Alikes Kitrous, Katerini, she listed rapidly and foundered, due to the ingress of water inside her engine room by openings at her stern for the exhaust gases and the rudder mechanism. All persons onboard were recovered by a nearby vessel and transported safely to the shore. The barge was also recovered and repaired after the accident.					☑
5	 DEATH OF SEAMAN ON BOARD PASSENGER SHIP NORWEGIAN JADE	08/03/2013	During the mooring operations of Cruise Ship "NORWEGIAN JADE" at Katakolo port, a forward spring line parted and snapped back hitting an A/B Seaman who was on the mooring platform and throwing him overboard. His injuries had been fatal and his body was recovered from the sea bed a few hours later by Coast Guard divers.					☑

No	OCCURRENCE	DATE OF OCCURRENCE	INVESTIGATION COMMENCEMENT/ INVESTIGATORS AD HOC	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION OF DRAFT REPORT/ PUBLICATION OF FINAL REPORT	INTERIM REPORT*
6	 <p>COLLISION OF M/V PIRIREIS AND M/V CONSOUTH</p>	29/04/2013	<p>On 29 April 2013 at 04:43 M/V "CONSOUTH" and M/V "PIRIREIS" collided in open sea approximately 82 nm WSW of Sapientza Islet. M/V "PIRIREIS" was foundered and ten of her crew members were lost.</p>					
7	 <p>INJURY OF SEAMAN ON BOARD Ro-Pax NISOS KEFALLONIA</p>	17/05/2013	<p>While Ro-Pax "NISOS KEFALLONIA" was moored at Argostoli port, during his attempt to move a rope tied to a rubber fender, a seaman was injured at his left thumb and was transported to the local hospital for medical care.</p>					
8	 <p>IMPACT OF M/T MANDOUDI ON THE PIER</p>	01/06/2013	<p>During the approach of M/T "MANDOUDI" towards the Cruise ship "SEABOURN SPIRIT", due to a malfunction of the engine controls of "MANDOUDI", she contacted the Cruise vessel and then collided with the pier, sustaining cracks and bucklings at her fore part. No injury was reported.</p>					
9	 <p>FIRE ON BOARD Ro-Pax NISOS MYKONOS</p>	14/06/2013	<p>During her passage towards Karlovasi port, Samos, a fire inside the funnel of Ro-Pax "NISOS MYKONOS" started. The vessel's permanent CO2 fire extinguishing system was used and the fire was extinguished almost one hour after it started. The passengers onboard another passenger vessel for safety reasons and "NISOS MYKONOS" was towed to the port.</p>					
10	 <p>COLLISION OF M/V BARU SATU AND M/V KATHERINE</p>	04/07/2013	<p>On 04 July 2013 at 02:48 M/V "BARU SATU" and M/V "KATHERINE" collided, approximately 8,2 nm SW of Andros Island. Weather conditions were reported to be good. Both vessels remained collided and afloat until 07 July when "BARU SATU" sailed under towage to Elefsis Gulf and KATHERINE was towed to Lavrio Port.</p>					
11	 <p>DEATH OF TRUCK DRIVER ON BOARD Ro-Pax SORRENTO</p>	10/07/2013	<p>On 09 July 2013, while Ro-Pax "SORRENTO" was under voyage from Brindisi port to Igoumenitsa port, a truck driver was found dead at the permanent external car ramp on the port side, which leads to the upper car deck. The brake of a truck cab had been accidentally released and the truck ran over and violently trapped the victim between two vehicles, causing his immediate death.</p>					

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12	 DEATH OF 3 rd ENGINEER ON BOARD M/V CAPTAIN PETROS H	23/08/2013	On 23 August 2013, while M/V "CAPTAIN PETROS H" was at anchorage at Ponta Da Madeira, Brazil, during the cleaning of vessel's Waste Oil Settling Tank, the 3 rd Engineer was covered with hot oily residuals and sustained burns which caused his death at Sao Luis (Brazil) hospital on 04 September 2013.					
13	 DEATH OF VISITOR ON BOARD Ro-Pax NISOS RODOS	24/09/2013	On 24 September 2013, during the provision process of Ro-Pax "NISOS RODOS" with fresh water by a tank truck inside her garage, the co-driver of the truck slipped on his attempt to climb on top of its tank, fell on the deck and sustained severe head injuries which caused his death, according to the forensic medical report.					
14	 FOUNDERING OF M/V STELLA	02/11/2013	On 02 November 2013, M/V "STELLA" impacted on the rocky coast of the islet of Astakida (18 nm W of Carpathos island) and foundered near that position, approximately 30 minutes after the impact. 5 seamen managed to abandon the vessel using a liferaft and were recovered by a HCG helicopter and transferred to Rhodes island. The vessel's Master died and his body was found at a coast of Thira island on 11 November 2013.					
15	 IMPACT OF PASSENGER SHIP MSC MAGNIFICA ON THE DOCK	20/11/2013	While MSC MAGNIFICA was entering Piraeus port escorted by a tug, due to wind gusts her port bow impacted on the breakwater and on the concrete round red light hut. A crack on her port side over the waterline was created as well as scratches and deformations under the waterline. No injury, water ingress or pollution were reported.					
16	 FOUNDERING OF M/V NOUR M	11/12/2013	M/V "NOUR M" was moored at a Rhodes island port. Due to heavy weather the fore mooring lines parted and the vessel contacted continuously with the pier, which resulted to her foundering. No pollution was reported.					
17	 GROUNDING OF M/T ALIAKMON	13/12/2013	On 13 December 2013, M/T ALIAKMON grounded 1,5 nm SE of Ermoupolis port, Syros, on a sandy coast. None of the 23 crew members was injured. No water ingress or pollution was reported, either. The vessel was detached with the assistance of 2 tugs and berthed at Syros' shipyards.					

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18	 <p>GROUNDING OF PASSENGER-HYDROFOIL FLYING DOLPHIN XVII ON AN ISLET</p>	18/12/2013						
19	 <p>DEATH OF SEAMAN ON BOARD C/V EVER URBAN</p>	26/12/2013					<p>On 26 December 2013, while C/V "EVER URBAN" was approximately 35 nm W of Katakolo port, her Master reported that a Seaman needed to be hospitalized due to a fracture of his lower limb. The Seaman was transported unconscious by a Tugboat to Katakolo port and from there to a local hospital where he was pronounced dead.</p>	

INVESTIGATIONS' PROGRESS (2014)								
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1	 <p>GROUNDING OF C/V YUSUF CEPNIOGLOU ON MYCONOS</p>	08/03/2014						
2	 <p>DEATH OF TECHNICIAN AFTER FALLING OVERBOARD LAUNCH BOAT "DRAKON TAXIARCHIS"</p>	11/04/2014						
3	 <p>FOUNDERING OF M/V AGIA MARINA</p>	24/04/2014						
4	 <p>EXPLOSION ON BOARD M/V NAKHODKA</p>	26/04/2014						
5	 <p>GROUNDING OF Ro-Pax PREVELIS ON ISLET</p>	03/05/2014						

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6	 <p>EXPLOSION ON BOARD FLOATING SEPARATOR TASOS II</p>	17/06/2014						
7	 <p>DEATH OF SEAMAN ON BOARD TUG BOAT MEGAS ALEXANDROS</p>	25/08/2014						
8	 <p>GROUNDING OF M/V INCE INEBOLU ON ASTYPALAIA</p>	05/09/2014						
9	 <p>GROUNDING OF Ro-Pax EUROPALINK ON ISLET</p>	21/09/2014						
10	 <p>FIRE ONBOARD Ro-Pax IERAPETRA L</p>	29/11/2014						
11	 <p>DEATH OF BOSUN ONBOARD M/V PANORIA</p>	01/12/2014						

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12	 <p>GROUNDING AND FOUNDERING OF FISHING VESSEL AGIA MARINA AT LESVOS ISLAND</p>	21/12/2014	<p>While the fishing vessel was returning to her port destination at Molyvos, Lesvos, Greece and the prevailing wind was NW 6-7 Bft, a malfunction of the power unit of the steering system rendered the vessel rudderless. She grounded at the rocky coast of Cape "Kseres". All 5 persons on board abandoned the vessel and swam to the coast. A few hours later the vessel was foundered.</p>					
13	 <p>DEATH OF PASSENGERS FOLLOWING A FIRE ONBOARD Ro-Pax NORMAN ATLANTIC</p>	28/12/2014	<p>After almost 4 hours from the ship's departure from Igoumenitsa, Greece, and while she was underway for Ancona, Italy a fire inside her garage was detected by her fire detection system. After almost 15 minutes the propulsion was stopped and almost 15 minutes later a black out occurred. An Abandon Ship order was given and finally 452 persons (passengers and crew members) were rescued by helicopters, merchant ships and patrol boats. 11 passengers' death has been confirmed, whereas others have been declared missing.</p>					

INVESTIGATIONS' PROGRESS (2015)								
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1	 DEATH OF BOSUN OF M/V LAMBAY	10/01/2015						The vessel loaded with Pet Coke would discharge her cargo at the port of Aliveri, Greece. Prior to the opening of the cargo holds' hatches the ship's Bosun entered the manhole of Cargo Hold No.7 to collect cargo sample and by the time he was lifted to the main deck he had already died.
2	 GROUNDING AND TOTAL LOSS OF M/V GOODFAITH AT ANDROS ISLAND	11/02/2015						The ship which was unloaded grounded at the coast of Andros island and her 22 crew members were rescued by a helicopter. No injury was reported. The shipwreck was removed from the area almost 5 months later for scrap.
3	 GROUNDING AND FOUNDERING OF M/V KEREM S AT LEVITHA ISLET	19/02/2015						The ship which was unloaded suffered a loss of her rudder after her impact at a rocky coast of Patmos island. A few hours later while the ship was expecting a Tugboat from Piraeus for assistance, she drifted and grounded at Levitha islet. All her 6 crew members were rescued by helicopter. At 23/02/2015 the ship was foundered.
4	 DEATH OF BOSUN OF M/V KOSMAS V	26/02/2015						The vessel loaded with Coal called the port of Rio, Greece. One AB Seaman entered the manhole of Cargo Hold No.3 before its opening, to collect cargo sample but lost his senses. 3 more crew members one after another fell unconscious after entering to assist him. Once they were all lifted to the main deck, one of them, the vessel's Bosun, had already died. The rest recovered after their hospitalization at local hospitals.
5	 DEATH OF ONE FISHERMAN AND FOUNDERING OF FISHING BOAT MAKRIS MANOLIS	14/03/2015						The fishing boat was found immersed at a depth of 20 m and at a distance of 800 m from the port of Bali, Rethymno, Greece, after locals had spotted parts of its fishing equipment floating at that area. The only fisherman onboard, aged 75, was found dead at a nearby coast.

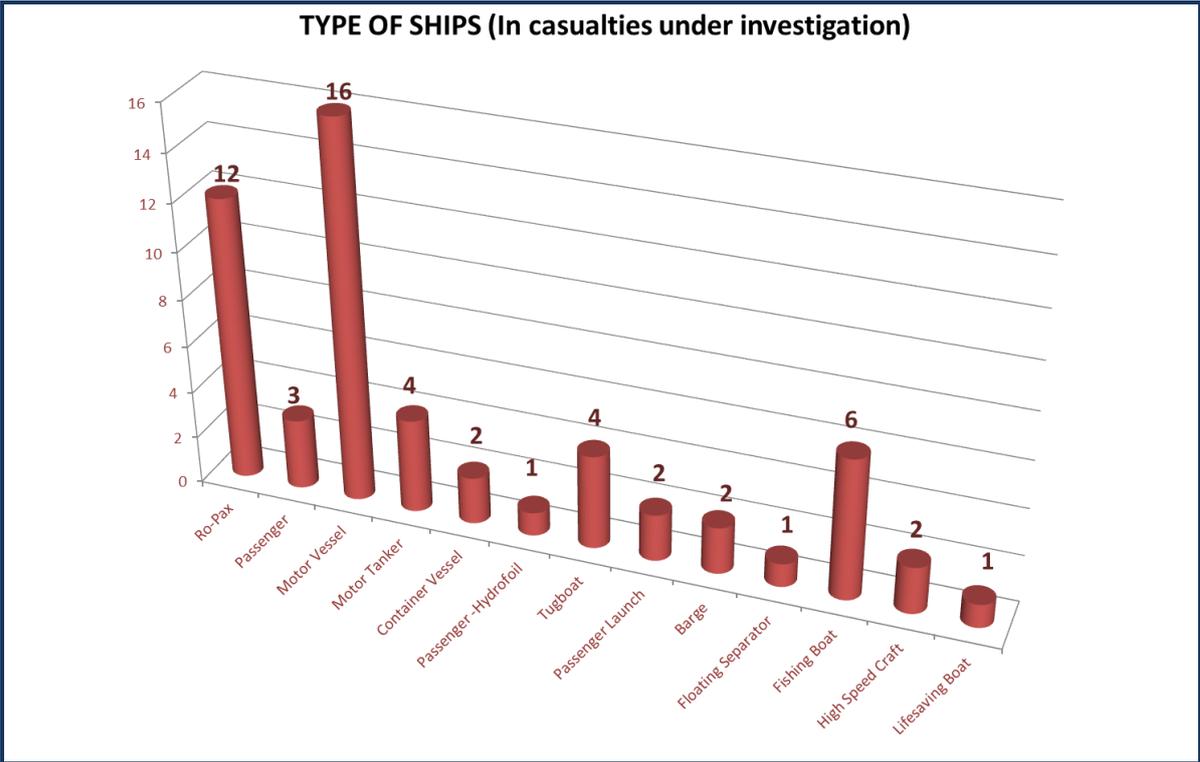
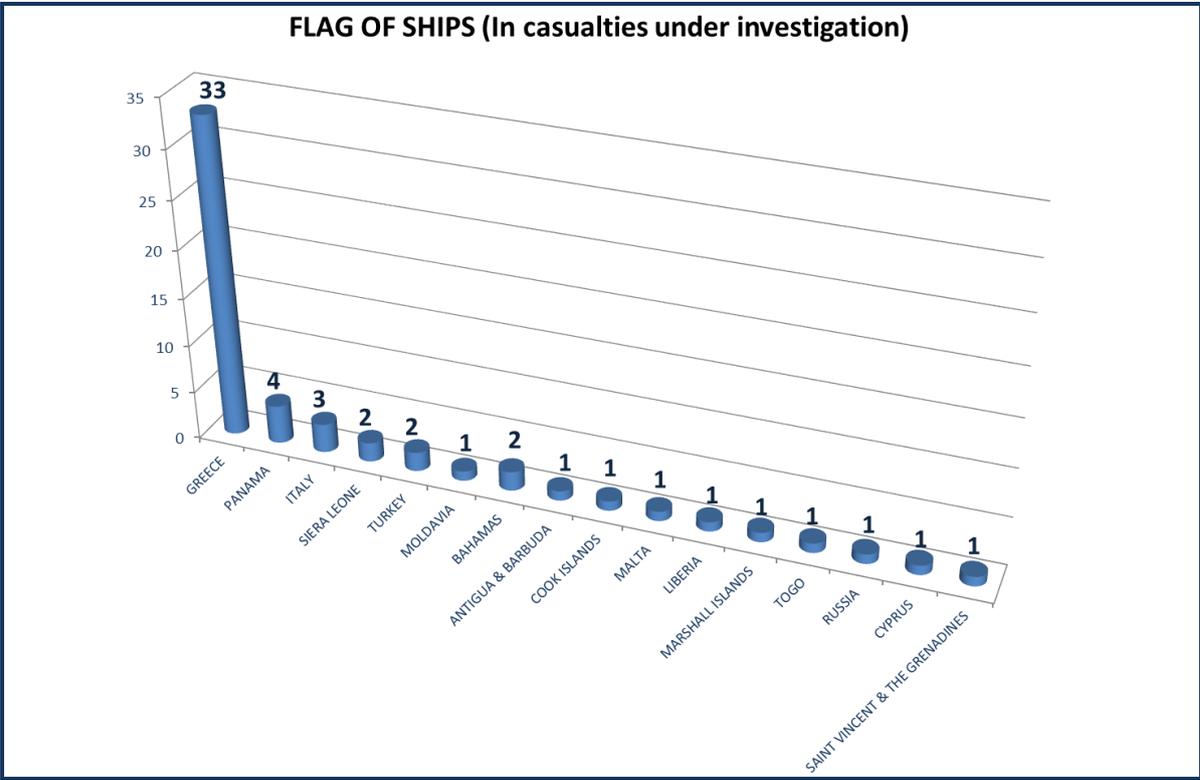
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6	 <p>DEATH OF CHIEF ELECTRICIAN OF HSC HIGHSPEED V FOLLOWING A FIRE ONBOARD</p>	23/03/2015	During conversion works at Keratsini, Greece, a fire broke out at the passengers' "Business Seating" on the Upper Deck, and was immediately spread to the other accommodation and bridge spaces. All workers and crew managed to abandon the ship except for her Chief Electrician whose body was later found at the burned area.					
7	 <p>DEATH OF 3 FISHERMEN AFTER FOUNDERING OF FISHING VESSEL PANAGIOTIS F</p>	24/03/2015			The fishing vessel grounded at the coast of Ermioni, Greece while there were 5 persons onboard. The vessel foundered and 2 persons were recovered by a passing craft. The other 3 were found dead later on. The bodies of 2 of them were found inside the vessel's accommodation spaces.			
8	 <p>DEATH OF FISHERMAN ONBOARD FISHING VESSEL LIVERIS FOTINI II</p>	13/04/2015			While the fishing boat was moored at Keramoti, Kavala, Greece and maintenance works were being carried out by the fishermen onboard, a welded fixed point of her crane detached and the crane's boom fell onto one fisherman who was deadly injured.			
9	 <p>FIRE AND FOUNDERING OF PASSENGER VESSEL MELTEMI II NEAR KEFALONIA ISLAND</p>	10/05/2015	While the passenger vessel was sailing 1.4 n.m. SE of Kefalonia, Greece, only with her Commander onboard, a fire broke out at the accommodation spaces. The Commander onboard a nearby sailing vessel and MELTEMI II foundered later on.					
10	 <p>GROUNDING OF PASSENGER SHIP ALEXANDROS NEAR AEGINA ISLAND</p>	28/06/2015			The passenger vessel with 18 persons onboard grounded near cape Troulos of Aegina island. Her passengers abandoned the vessel via ships sailing near and no injury was reported. The vessel after being towed by a Tugboat, sailed by own means for the nearest port.			
11	 <p>DEATH OF MOTORMAN OF TUGBOAT CHRISTOS XXII AT PIRAEUS</p>	07/07/2015			After the towing procedure of a departing Container Vessel at Drapetsona, Greece and during the bringing in of the towline from the sea, it got fouled in the Tugboat's propeller axis. As a result, it was violently tensed and constrained 2 crew members against the bulwark, one of which was fatally injured.			

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12	 IMPACT OF RO-RO PASS PREVELIS AT THE DOCK OF ANAFI ISLAND PORT	16/07/2015					While the Ro-Ro Passenger was approaching the port of Anafi, Greece, with 217 passengers onboard and with a prevailing NW wind of 6-7 Bft she had an impact with the dock. She suffered a crack on her port aft and a minor water ingress was detected. The vessel reached the following destination port, at Thira island and all passengers disembarked. No injury was reported.	
13	 GROUNDING OF HSC FLYINGCAT 4 NEAR THE PORT OF TINOS ISLAND	26/07/2015					While approaching the port of Tinos, Greece, and due to the thick fog, the Highspeed Craft grounded almost 0.2 n.m. West of the port entrance. No water ingress was detected. All 239 passengers and 14 crew members abandoned the craft via fishing and pleasure boats which approached. No injury was reported.	
14	 COLLISION OF CRUISE SHIP AEGEAN PARADISE WITH HCG SAR BOAT 519 NEAR CHIOS PORT	26/07/2015					During the departure of the Cruise Ship from the port of Chios, Greece she collided with a HCG SAR Craft which was at a mission in the area, due to the prevailing thick fog. The SAR Craft was extensively damaged. No injury or pollution was reported.	
15	 DEATH OF ONE SEAMAN INSIDE CARGO HOLD OF M/V IONIC	10/08/2015					In the early morning of 10 th August 2015, while the ship was preparing for unloading at the port of Fangcheng, China, 2 Port Workers and one Seaman entered the Cargo Hold no.1 without it having been properly ventilated. By the time the Officer on Duty went to the spot for their rescue, the Seaman and one of the Port Workers had already died.	
16	 WATER INGRESS AND SINKING OF AQUACULTURE SUPPLY CRAFT MINSTREL AT EVIA	25/08/2015					While the Aquaculture Supply Craft was at the aquaculture area of Limni Evias, Greece, water ingress was detected astern, causing her rapid listing and foundering at a depth of 150 m. The 2 persons onboard were recovered by a nearby craft and transported safely to the shore.	
17	 1 SEAMAN DIED AND 7 SEAMEN WERE REPORTED MISSING AFTER FOUNDERING OF F/V DIMITRIOS AT WEST AFRICA	30/08/2015					While fishing at the sea area of West Africa with 19 persons on board, the Fishing Vessel was foundered due to the bad weather. 11 members of her crew managed to abandon the vessel and were rescued. Her Greek Commander was found dead a few days later whereas 7 African Seamen were reported missing.	

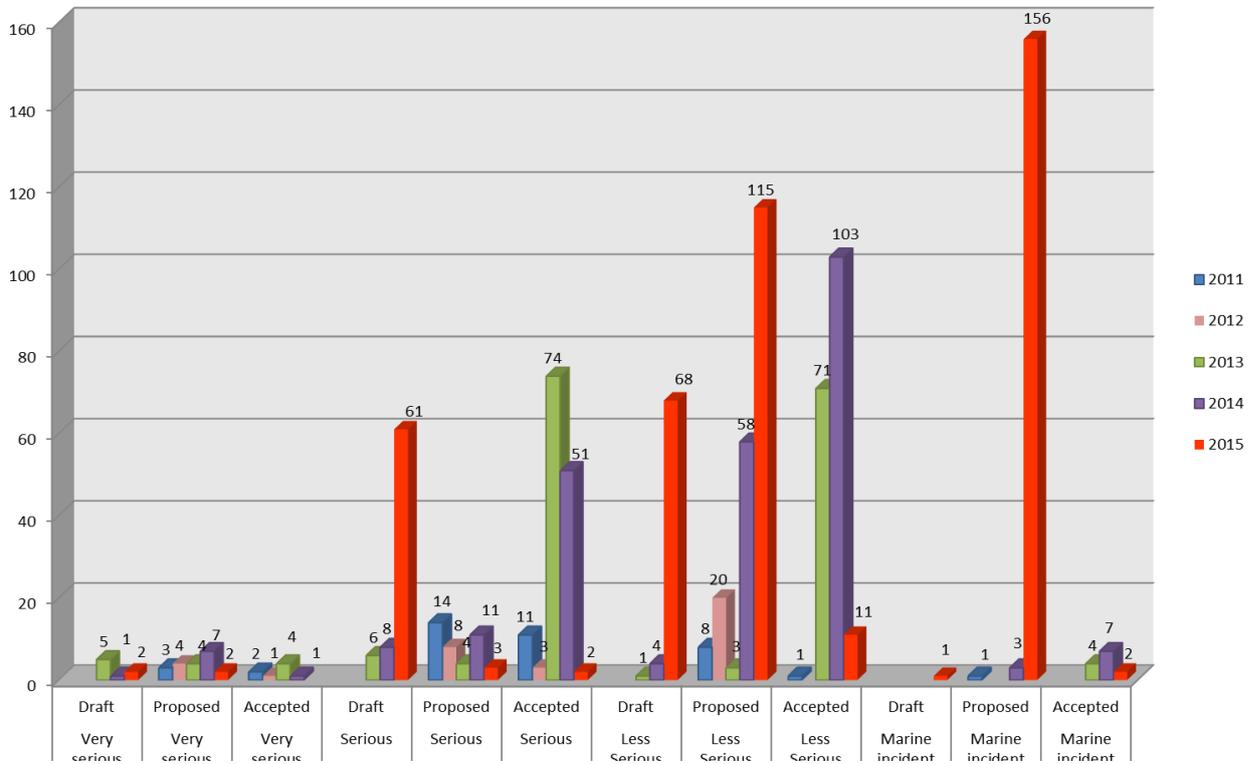
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18	 <p>FIRE AT THE MAIN ENGINE ROOM OF Ro-Pax KRITI II AT PERAMA</p>	18/10/2015						<p>After the previous night's ship's berthing at Perama, Greece a fire broke out inside her Main Engine Room space. The fire was located at the Main Engines' fuel oil treatment system and was extinguished with the use of the permanent CO2 fire extinguishing system. No injury was reported.</p>
19	 <p>FOUNDERING OF TUG BOAT RAFINA AT THE PORT OF TINOS ISLAND</p>	24/12/2015						<p>T/B RAFINA was inside the port of Tinos island, Greece and during her mooring operation a water ingress occurred inside her engine compartment. The flooding could not be controlled and resulted to the Tugboat's foundering.</p>

*An Interim Report is published during the investigation process, in case the final report is not ready within one year from the date of the occurrence (par.2, art.16 of Law 4033/2011).

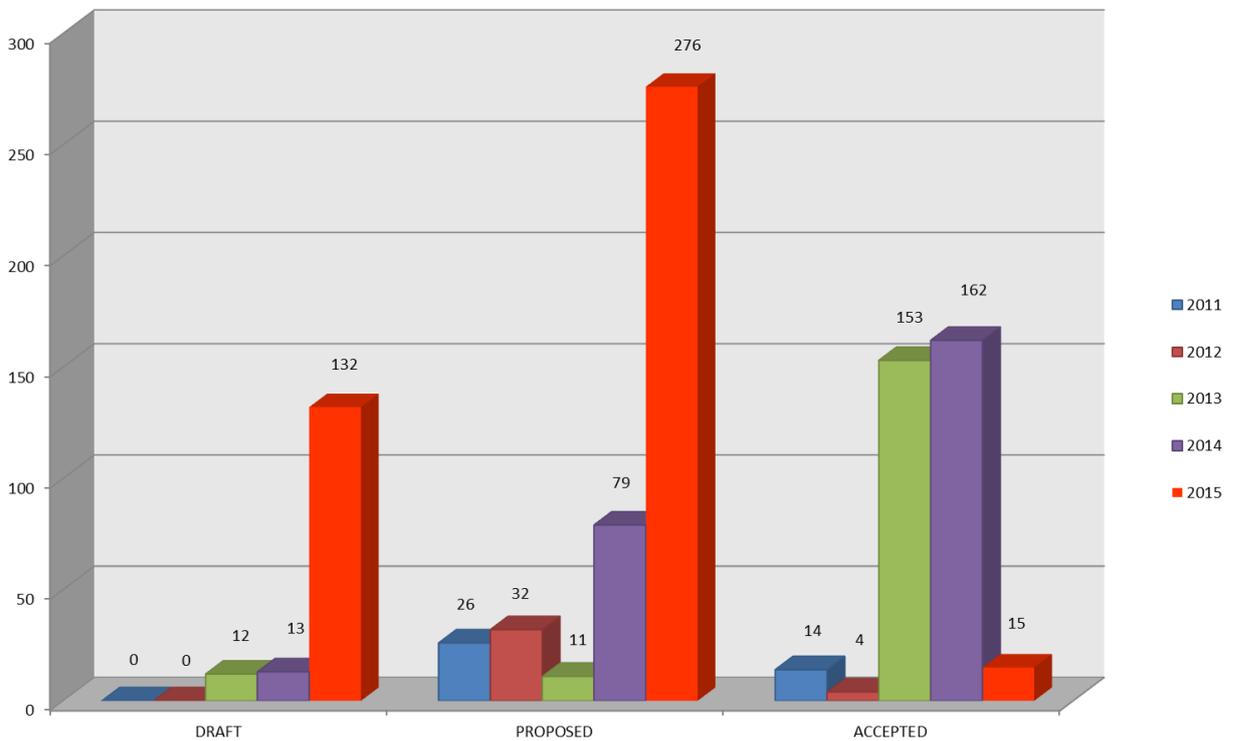
HBMCI's CASUALTY INVESTIGATION STATISTICS (Until 31-12-2015)



HBMCI's EMCIP POPULATION (Until 31-12-2015)

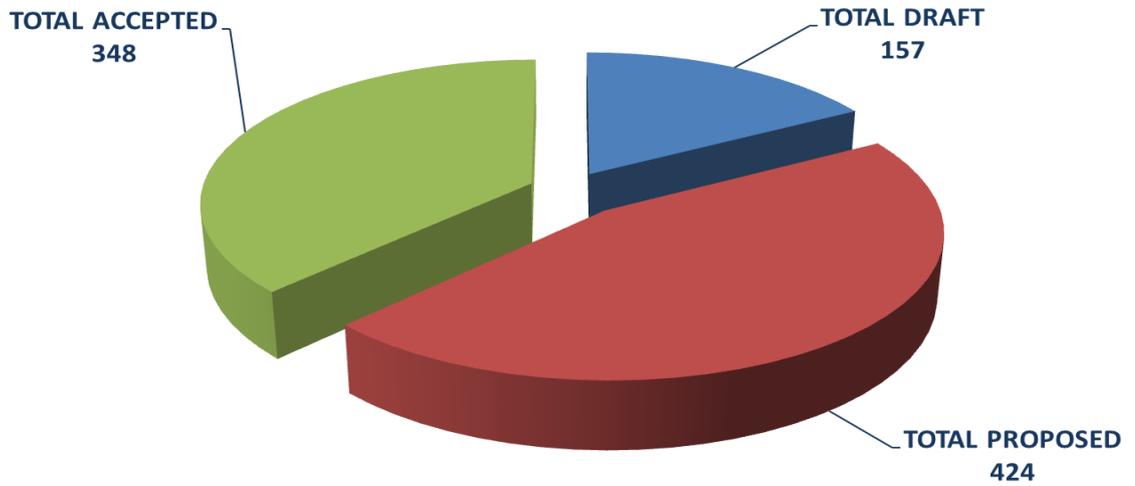


Graph 1: Number of Status – Severity of Occurrence per year



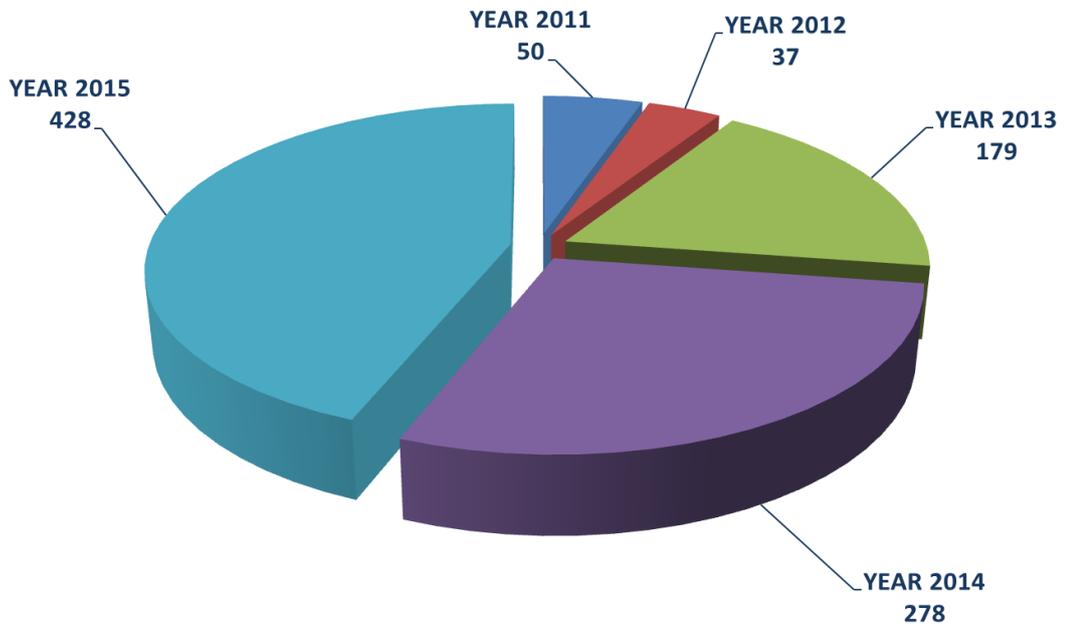
Graph 2: Number of Status per year

TOTAL OCCURRENCES PER STATUS



Graph 3: Total number of occurrences per status

OCCURRENCES PER YEAR



Graph 4: Total number of occurrences per year

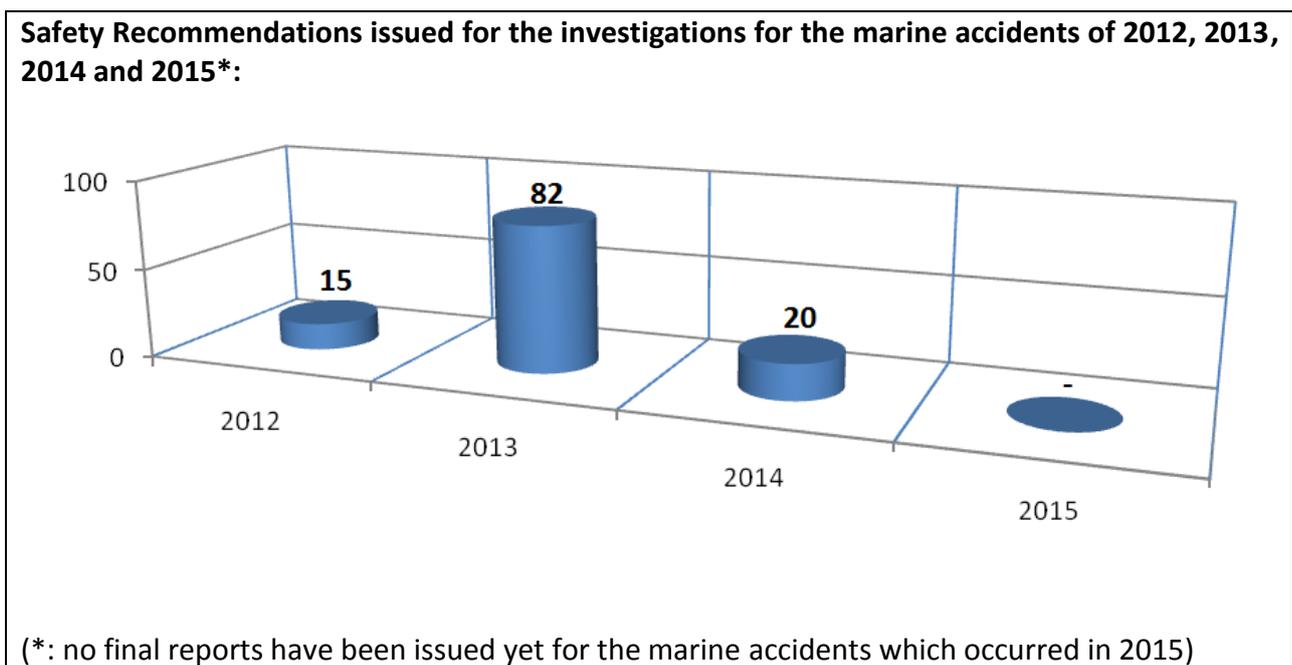
SAFETY RECOMMENDATIONS ISSUED

Safety Recommendations are issued to promulgate the lessons from accidents investigated by the HBMCI, aiming to improve the safety of life at sea and the avoidance of future accidents. The issue of a recommendation shall in no case create a presumption of blame or liability.

Following an investigation the HBMCI will, normally, make a number of Safety Recommendations. These will be contained within the published report but will also be addressed to the individuals or organizations concerned. Urgent Safety Recommendations may also be made in Safety Bulletins that can be published at any stage of an investigation.

The implementation of the recommendation is supervised by our Bureau according to the procedure provided by HBMCI's operation manual.

Below are shown the Safety Recommendations per year's investigations.



Safety Recommendations categorized according to the addressees:

